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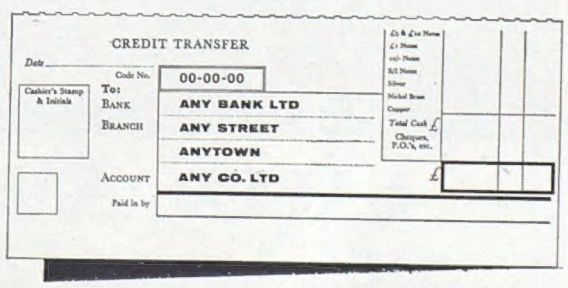

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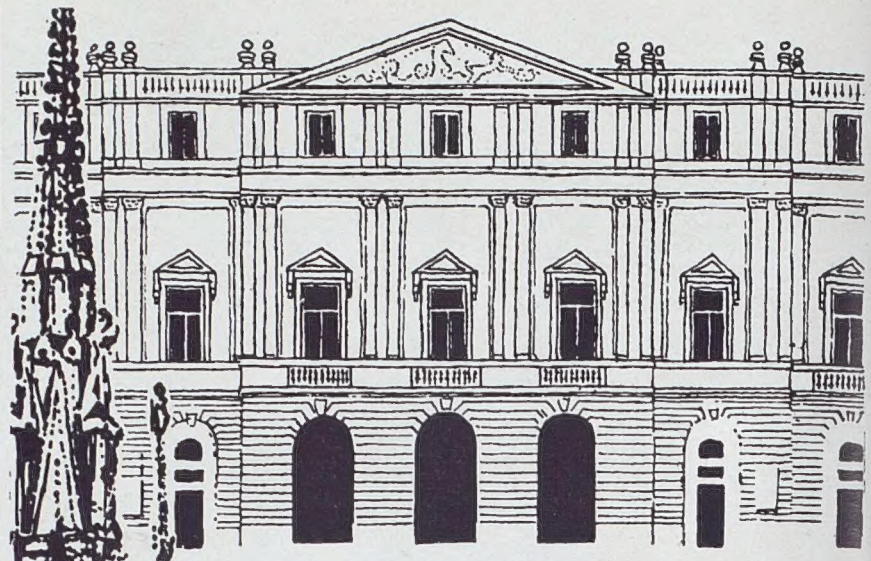

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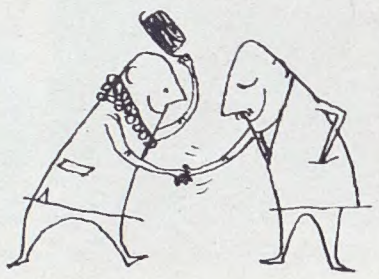

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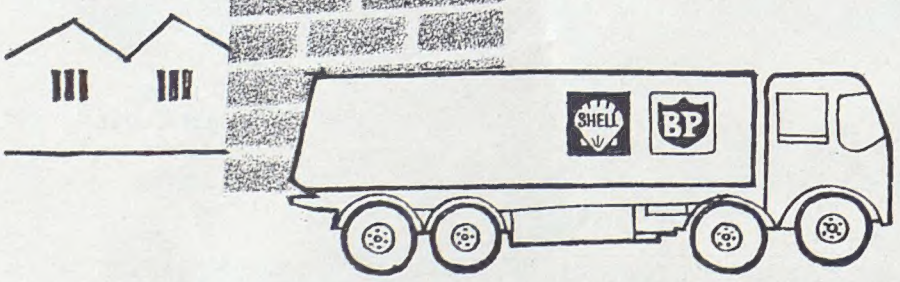

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Volume CCLIII No. 3282

LONDON, April 27, 1963

THE SPHERE

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With which are incorporated *The Graphic* and *Black & White*

THE ROYAL BRIDE

Princess Alexandra of Kent stands with the Hon. Angus Ogilvy in the grounds of Airlie Castle in Scotland, the home of his parents, the Earl and Countess of Airlie. The photograph was taken before the Royal marriage on Wednesday in Westminster Abbey. It was to be attended by the Queen, the Duke of Edinburgh, the Prince of Wales and the Queen Mother; the bride's mother Princess Marina, Prince Michael of Kent and the Duchess of Kent. The bride was to be given away by her brother the Duke of Kent and attended by bridesmaids and pages, headed by Princess Anne. Members of Royal Families travelled from all over Europe to attend the wedding. On page 124 are details of next week's issue of *The Sphere* Royal Wedding Number which will contain a complete pictorial record

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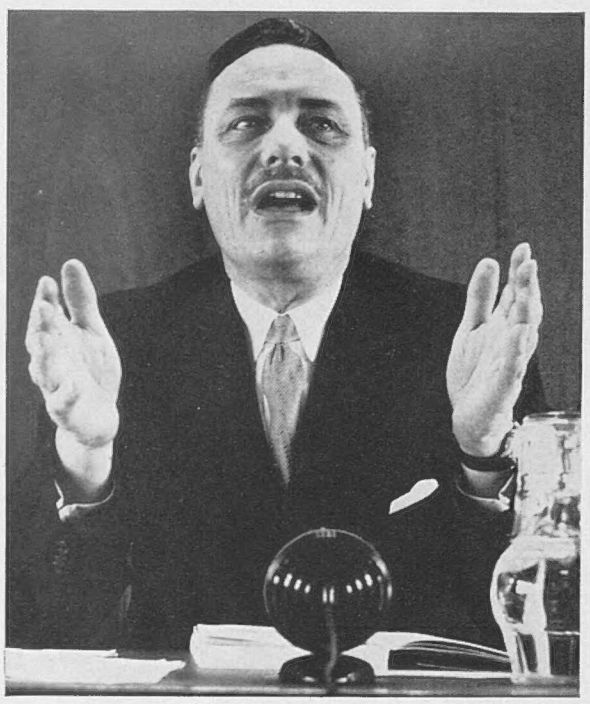
With a Westland Scout helicopter in the background, Mr. Dean J. Eyre, the Minister of Defence of New Zealand, watches a display by 651 Light Aircraft Squadron at Middle Wallop in Wiltshire. With him are, from the left, Major General G. P. L. Weston, the Director of Land/Air Warfare at the War Office; Captain J. Woodruff, Second-in-Command, 651 Squadron, and Brigadier R. C. Queree, New Zealand Military Liaison Officer. Among those Mr. Eyre met at Middle Wallop was Captain D. L. Manktelow, who comes from Hamilton, New Zealand, and is serving with 651 Squadron. The Minister had come to Britain from Paris where he had been attending the talks of the Seato powers

THE NEW ZEALAND MINISTER OF DEFENCE SEES BRITAIN'S LIGHT AIRCRAFT SQUADRON

Below right: Mr. Enoch Powell, the Minister of Health, uses both hands to emphasise a point during a Press Conference in London on the publication of the 10-year plan for local authorities' health and welfare services in England and Wales. Called *Health and Welfare: The Development of Community Care*, the plan envisages a large expansion in services and accommodation for old people. It states that the local authorities should replace all their institutions by 1972. This means the provision of a great many more small residential homes for the elderly. It is estimated that by 1971-72 capital expenditure on these homes will amount to approximately £117 million out of a total expenditure of £223,424,000 on all health and welfare buildings



EXPANDING LOCAL HEALTH SERVICES

Far right: Before a South African Club Dinner are, from left to right, Dr. H. Muller, the South African Ambassador; Lady Stephenson; Sir Hugh Stephenson, the British Ambassador Designate to the Republic of South Africa and High Commissioner Designate to Basutoland, Bechuanaland and Swaziland; and Mr. A. T. Penman, Chairman of the Club Committee. The Dinner was given in honour of Sir Hugh. He succeeds Sir John Maud who is to be Master of University College, Oxford

SOUTH AFRICAN DINNER IN LONDON

Womenfolk sort out their baggage on the rocky foreshore of the island of Tristan da Cunha. They were among the islanders who had chosen to return home from Britain. They were evacuated there last year when a volcano on Tristan da Cunha erupted dangerously. The oars in the foreground belong to one of the many longboats in which they were ferried ashore

BACK TO TRISTAN DA CUNHA

Far right : The Bishop of Blackburn, Dr. Claxton, dedicates new doors at the west end of Blackburn Cathedral. In front on right is the Provost of the Cathedral, the Very Reverend Norman Robinson. The ceremony marked the initiation of a £250,000 restoration scheme

NEW DOORS FOR BLACKBURN CATHEDRAL

THE NEWS IN PICTURES

Major-General Louay Atassi (right), the Commander-in-Chief of the Syrian armed forces, drives through Damascus in an open car with the Syrian Prime Minister, Salah Bitar. They were on their way to attend a military parade to mark the eighteenth anniversary of the French evacuation of the country. General Atassi had just returned from Cairo where he had signed on behalf of Syria the agreement with Egypt and Iraq for the new tripartite federation of the United Arab Republic. Speaking at the parade in Damascus he said the Cairo agreement had laid down the basis for the establishment of a new Arab state with "40,000,000 population and immense human and economic resources." (See also John Connell's article on p. 121)

A STATE OCCASION IN ONE OF THE COMPONENT COUNTRIES OF THE NEW ARAB FEDERATION

Watching an air display in Jakarta are Mr. Liu Shao-Chi (right), Chinese Head of State, and his wife and President Sukarno of Indonesia (left). The show, by Russian-built bombers and fighters, was marred by the crashing to the ground of a MIG-19 jet fighter. The visit of Mr. Liu Shao-Chi to Indonesia was the first made outside China by a Chinese Head of State since the establishment of the People's Republic fourteen years ago

BEFORE A TRAGEDY IN INDONESIA

Far right: Some of the first batch of Indian prisoners to be released by the Chinese wave cheerfully as they rest on the hills of the North-East Frontier on their return to their homes. The soldiers were captured in the border fighting last year

FREE AGAIN—INDIANS RELEASED FROM CHINA

Women and children wait at an airfield on the Plain of Jars to be evacuated from the area in which Communists were reported to be attacking neutralists. In spite of the lengthy discussion on Laos at the Seato conference earlier this month, there was no sign of improvement in the troubled situation there at the end of last week. Britain (co-Chairman with Russia of the Geneva Conference) was attempting to obtain full facilities for the International Control Commission to operate in Laos and ensure the Geneva agreement is being observed

Far right: East Berlin police guard an armoured car in which Wolfgang Engels, an East Berlin mechanic, had crashed through the wall and escaped into West Berlin. East Berlin police opened fire on him and he was wounded. He was taken to a hospital in West Berlin

AN ESCAPE FROM EAST BERLIN

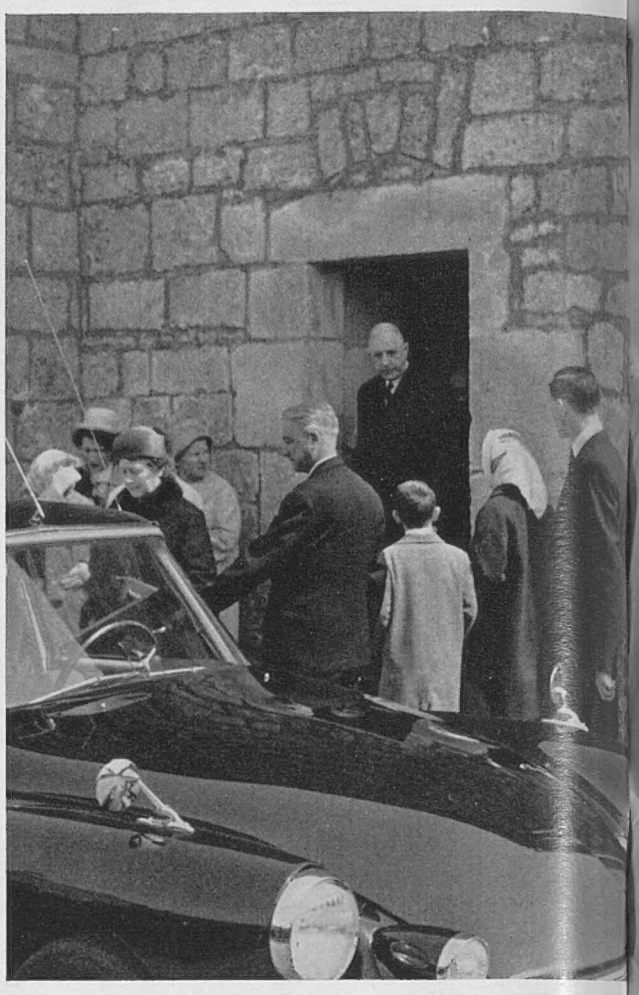
LEFT: EVACUATION FROM A TROUBLE-SPOT IN LAOS

THE NEWS IN PICTURES

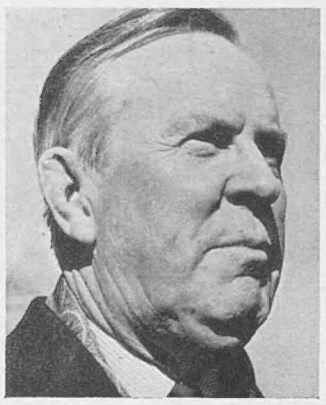
The Queen Mother is shown round the château of Chambord during her four-day private visit to the châteaux of the Loire. She stayed at Montbazon, near Tours, and returned last Sunday

THE QUEEN MOTHER AT CHAMBORD

Far right: President de Gaulle and Madame de Gaulle leave the church at Colombey-Les-Deux-Eglises. The French President spent some days at his home preparing the text of his broadcast last week. In this he made it clear that France intended to remain in control of her own nuclear deterrent, while co-ordinating her defence with her allies. His broadcast, on the theme of national independence, reiterated that the EEC should consist of sovereign nations and not become an integrated political community as envisaged



PRESIDENT DE GAULLE AT COLOMBEY

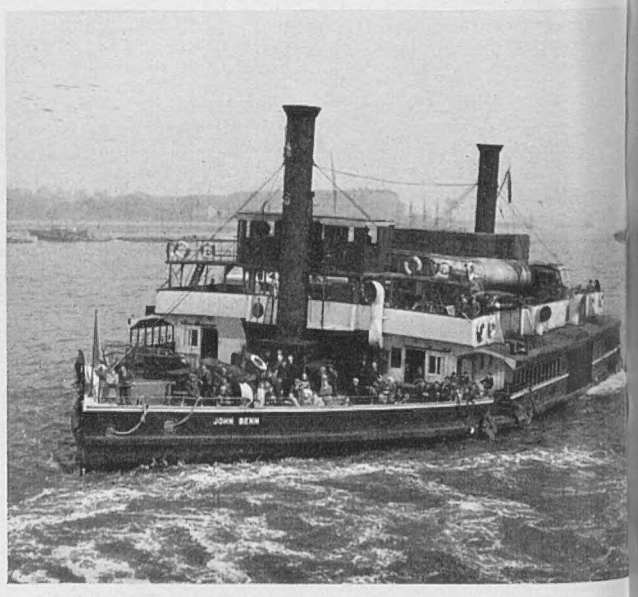


Mr. Lester Pearson, the Canadian Liberal leader. He accepted the Governor-General's invitation last week to form a Government after Mr. John Diefenbaker's resignation. His Cabinet was to be sworn in early this week

THE U.N. SUB-COMMITTEE ON SOUTHERN RHODESIA IN LONDON FOR TALKS

Above right: At London Airport, the U.N. Sub-Committee on Southern Rhodesia is welcomed by Mr. S. Falle (centre), head of the U.N. Department at the Foreign Office. From left are M. N. Rifai (Syria), Senor Velasquez (Uruguay), Mr. Collier (Sierra Leone), M. Coulibaly (Mali), M. Slim (Tunisia), and Chief Mbwanamangenya (Tanganyika). The delegation began talks this week with Mr. Butler

The diesel-engined ferry *John Burns* comes into service across the Thames on the LCC's service from Woolwich to North Woolwich. It is the first of three new vessels which will replace the four well-known paddle steamers on the service. **Far right** is the *John Benn*, one of the four paddle steamers



A NEW FERRY ON THE THAMES HERALDS THE PASSING OF FOUR FAMILIAR LONDON PADDLE STEAMERS

NEWS SUMMARY

More food but also more people; trouble-spots in S.E. Asia and the Middle East; "Mr. Khrushchev to go" rumours; limelight on security in Britain; the U.S. inquiry into the "Thresher" disaster; who replaces Adenauer?

INTERNATIONAL

The annual commodity review was published this week in **Rome** by the Food and Agricultural Organisation. The review states that world prices of most agricultural products remained relatively stable or increased in 1962. They had fallen sharply in 1961. Food output rose, but in most cases the gains on 1961 barely matched the present rate of growth in the world's population.

In **Madrid,** Julian Grimau was shot last Saturday by an army firing squad. Appeals to General Franco from all over the world, including a plea from Mr. Khrushchev, failed to prevent the execution. Demonstrations were made outside Spanish Government offices in many cities of Europe. Julian Grimau fought for the Spanish Government against General Franco in 1936. On its defeat in 1939, he fled from Spain and became a Communist. He returned secretly in 1959.

SOUTH-EAST ASIA

he week started with no diminution of the nternational anxiety over the critical situation n **Laos.** From Washington, President Kennedy ad sent Mr. Averell Harriman, his Under-ecretary of State for Political Affairs, to Paris o discuss means of stopping the fighting etween Communists and neutralists and for bserving the Geneva Agreement. He was to go n to London, from where Lord Home had een in touch with his Geneva Conference o-chairman, Mr. Gromyko, in Moscow.

In Laos itself Prince Souvanna Phouma, the eutralist Prime Minister, flew to the Plain of ars to meet his half-brother Prince Souphan-ouvong, leader of the pro-Communist Pathet ao, and General Singkapo, its military com-nander. The Prime Minister expressed him-elf as "optimistic" after the meeting. Never-heless, it appeared that if the Pathet Lao and lissident neutralists under Colonel Deuane vent on fighting they would overpower the eutralist government forces under General Kong Lae. Unless a speedy end could be found for the fighting, observers did not rule out the possibility of America sending troops into Thailand over the border as a precautionary measure, as was done during the Laotian crisis of a year ago. (See picture on page 115.)

Another South-East Asian trouble-spot was **Sarawak** where British troops and security forces were acting against Communist guerillas in the jungle. Communist opposition to the proposed federation of Malaysia (Malaya, Singapore, British North Borneo, Sarawak and Brunei) was expected to harden as result of the visit of Liu Shao-chi, the Chinese Head of State, to Indonesia. Both countries oppose the federation plan. (See picture on page 115.)

MIDDLE EAST

Sharif Husain bin Nasir, a relative of King Hussein, was appointed Prime Minister of Jordan last Sunday in succession to Samir Rifai, who had been defeated on a vote of confidence in the Lower House. The outgoing Premier had held office for only 23 days. Deputies criticised him for ordering the army to disperse demonstrations in certain towns calling on Jordan to support the new United Arab Republic of Egypt, Syria and Iraq. In some places there were riots reportedly headed by armed students, and there were a number of fatalities. Sharif Husain bin Nasir, leading an eight-man cabinet, announced he would act strongly against those provoking disorder. In Amman when King Hussein drove to visit army units, he was wildly cheered by crowds in the streets. Demands that Jordan should join the UAR come from Baathists and members of the Arab National Movement. This policy is especially favoured by the million Palestine Arabs in Jordan. (See also pages 115 and 121.)

Flowers laid by demonstrators outside the Spanish Embassy in London as a sign of mourning for Julian Grimau

SOVIET UNION

Speculation about the future of Mr. Khrushchev, current since the beginning of the month, increased late last week with rumours spreading round **Moscow** that he intends to announce his retirement "within two years" at the next meeting of the Soviet Communist Party's Central Committee (due on May 28). He would be succeeded by Mr. Frol Kozlov, First Deputy Prime Minister. One theory is that Mr. Khrushchev, who was 69 on April 17, would like to retire after achieving some spectacular political success. However, another view is that the rumours indicate differences in the Kremlin regarding policy. There is said to be a group which believes there can be no real *rapproachement* with China while Mr. Khrushchev remains in the saddle.

GREAT BRITAIN

Parliament reassembled at the beginning of this week. One of the issues immediately facing Mr. Macmillan was that of national security. M.P.s on both sides of the House were deeply concerned about the document distributed by the Spies for Peace movement, disclosing Civil Defence secrets, during the Easter Aldermaston march. In addition, later this week, the report of the Vassall Tribunal was to be published. Not only the Prime Minister but also the Leader of the Opposition had troubles. Last week Mr. Wilson and Mr. George Woodcock, General Secretary of the TUC, had talks with leaders of the National Union of Railwaymen in an attempt to get the NUR to call off its threatened railway strike against Dr. Beeching's rationalisation plans.

The trade figures for March appeared to show that the long-hoped-for surge in exports from Britain may have made its appearance. Exports during the month reached the all-time record of £363,500,000 and the adjusted gap between exports and imports shrank to £23,000,000.

UNITED STATES

The naval court of inquiry at **Portsmouth,** New Hampshire, examined fragments of evidence last week which might be clues to the loss of the U.S. nuclear submarine *Thresher* that sank in 8,400 ft. of water with the loss of all on board. Perhaps the significant item was a small piece of charred plastic, of the kind used in shielding the reactor of a nuclear-powered vessel. An expert witness described the plastic as appearing to have been charred in a rush of flame. Meanwhile, an intensive search for the remains of *Thresher* continued.

It was announced in Washington that Mrs. Jacqueline Kennedy was expecting her third child. It will be the first child for nearly a hundred years to be born in the White House. President Kennedy is to visit Ireland, the home of his ancestors, after visiting Italy and West Germany in June.

WEST GERMANY

According to reports from **Bonn,** it was expected that this week would see a clash within the Christian Democratic Party over the choice of a successor to Dr. Adenauer, who recently promised publicly to retire in October or November. There has apparently been no lessening of opposition on the part of Dr. Adenauer to Professor Erhard, the Minister of Economics, as his successor. At the same time, public opinion polls showed that there was a clear majority of the CDU in favour of Professor Erhard being the new Chancellor.

A rough ride in the dust—the winners, N. Nowicki and P. B. Cliff, in their Peugeot 404 en route

The winners at the finish in Nairobi

Second—Peter Hughes and Bill Young

EAST AFRICAN SAFARI

Two British cars were among the seven entries which struggled into Nairobi out of a field of 84 starters at the end of the 3,100 miles East African Safari rally during the Easter weekend.

A 1,198 c.c. Ford Anglia Super driven by Peter Hughes and Bill Young (both of Kenya) finished second behind the winning Peugeot 404 (crewed by Nick Nowicki and Paddy Cliff) and a 3-litre Rover came seventh. The Rover was driven by Bill Bengry of Leominster (the only driver from outside Africa to complete the rally) and Gordon Goby of Kenya.

Torrential rain and thick glutinous mud produced a record number of retirements in this tough international rally, first held 11 years ago to celebrate the coronation of Queen Elizabeth. Most of the cars which dropped out were automatically excluded when they became more than four hours late. They were held up by wheelspin, by sliding off treacherous mountain tracks and through being baulked by other stranded cars.

The rally route took competitors north to Kampala and south to Dar-es-Salaam. It embraced Kenya, Uganda and Tanganyika. It was a rally of ever-changing fortunes in which three of the seven classes were wiped out completely. Not a single manufacturers' team remained intact and there was no ladies' prize either.

Moral winner of the rally was Erik Carlsson of Sweden, who led comfortably in his little two-stroke Saab for close on three-quarters of the route (containing the worst sections) until forced out of the rally by suspension trouble after he had collided in the dark with an ant-eater crossing the road.

Seven countries were represented in the rally: Britain, France, Germany, Italy, Sweden, Japan and Australia. There were 30 British cars among the 84 starters. Four makes were represented among them: Ford, Rover, British Motor Corporation and Hillman. Ford and Rover made the biggest effort and at one stage it looked as if the 1½-litre Ford Cortinas, making their first major sortie in international rallying, were going to finish in a very strong position. Three were put out of the rally by crashes, two by having their sumps ripped open by jagged rocks. Mechanically, the Cortinas proved most reliable and the drivers praised them highly.

One of the Cortinas which crashed was that of Pat Moss and Ann Riley. It overturned but both women were wearing safety belts and neither was hurt. Another British team completely eliminated was the Morris 1100 entry. These front-wheel-drive cars found their relatively low ground clearance a handicap in the abnormal conditions with which they had to cope and some suffered suspension trouble caused by their unique rubber-and-water springing being " pumped up " too hard.

There were three Peugeots among the seven survivors, finishing in first, fifth and sixth positions. A Mercedes-Benz 220 was third and a Fiat 2300 came fourth. **C.E.**

A stop on the way for the Rover P5, driven by A. E. Bengry and G. E. Goby, which finished seventh

A Peugeot gets round a difficult corner at which a Morris 1100, with its bonnet up, has come to grief. **Right:** The Mercedes 220 SEB, driven by W. J. Cardwell and W. G Lead, negotiates a water splash near Kitui, 80 miles out in the bush from Nairobi

Near Mount Elgon, Uganda, Anne Hall and Lucille Caldwell in their Ford Cortina

e Ford Anglia of Hughes and Young which finished second

One of the Peugeot entries crosses a flimsy wooden bridge near the Kenya-Uganda border

BASEBALL CHAMPIONS

Fidel Castro, the Prime Minister of Cuba, talks to members of one of the teams before making the first strike to inaugurate the second National Amateur Baseball Championships at the Latin American Stadium in Havana. A crowd of 25,000 was present. Dr. Castro recently received an invitation from Mr. Khrushchev to visit Moscow during the year. " We will not leave our Cuban friends in the lurch," the Russian Prime Minister said last month. The Russian and Cuban leaders met last at the U.N. General Assembly in 1960

JOHN CONNELL

UAR—REVISED VERSION

Over the Easter week-end, while the British public was preoccupied with the Aldermaston march, the activities of the anonymous and dangerous "Spies for Peace," and the suddenly soaring road casualty figures, President Nasser brought off a double-edged coup, whose ultimate consequences could be very serious indeed. It has always been foolish, in my view, to underestimate President Nasser, his ambition, his ruthlessness, and his political dexterity and patience. With singular adroitness (and considerable, though largely unpublicised, assistance from the United States and from the U.N.'s ubiquitous trouble-shooter, Dr. Ralph Bunche) he managed to bring the curtain down on the Yemen conflict with the maximum of political and diplomatic advantage to Egypt; and at almost exactly the same time he procured agreement on the establishment of a new Middle Eastern federation, comprising Egypt, Syria and Iraq, to be known as the United Arab Republic.

The somewhat bewhiskered joke about the UAR—it isn't united, it isn't Arab and it isn't a republic—must now be jostled finally into retirement, since whatever criticism may be levelled at the new federation it does embrace two undeniably Arab nations. And it was perhaps infelicitous that *The Economist*, in a pointed little Easter frolic entitled "Conjugations for Conferees," let itself in for this untimely gibe:

"I seek Arab unity. You seek Arab unity. He, she, it and they seek Arab unity (what in the name of Allah has happened to it?)."

For, whether we like it or not (and I, for one, don't like it at all, in its present shape), the once tenuous myth of Arab unity looks as if it may become a reality. Such is the measure of President Nasser's achievement. If his aims and aspirations were peaceful, there would be reason for rejoicing; disunity has plagued the Arabs for centuries, and even at the apogee of their power, in the half-century after Mohammed's death, they could not remain united. In advancement and in decline they have quarrelled as bitterly as incessantly among themselves, and there is no doubt that such unity as is now established will have to be maintained by totalitarian methods.

Furthermore, it is my conviction that Nasser does not want peace in the Middle East: or rather he only wants it on his own terms, which include the incorporation of Jordan in his new federation, close and Cairo-controlled links between it and Saudi Arabia and the Yemen, and the liquidation of Israel. He cannot achieve the first objective while King Hussein survives; but the moment one of the now endless attempts to assassinate this brave and statesmanlike young man succeeds, it is extremely likely that a pro-Nasser group will seize power in Amman. It is wishful thinking to try to persuade oneself that the Western Powers would intervene in the consequent crisis; the United States' attitude to the Middle East is ambivalent; and Britain and France were given their cards at the time of Suez, six and a half years ago.

President Nasser, Brigadier Ahmed Hassan Bakr (centre), Iraqi Premier, and Aly Saleh El Saadi, Iraqi Deputy Premier, during a pause in the talks which led to agreement on the new UAR Federation

As that unhappy affair demonstrated, it is no small part of President Nasser's talent that he is able to convert a military failure into a political triumph; but he is also aware that, for the final fulfilment of his aims, he must be prepared to risk a major military effort—and military success does not come easily to modern Egypt. The campaign in the Yemen, in support of the republican regime, was characteristically costly and inglorious; but the terms on which it was brought to a conclusion left the republicans firmly in power, U.N. observers along the border between Yemen and Saudi Arabia to prevent any further royalist forays with Saudi backing, and an Egyptian military mission in Yemen itself helping to build up the republican forces.

To combine this diplomatic victory with the re-establishment of the UAR was sensational, and inevitably it has sent Nasser's stock soaring throughout the Arab world. The political and constitutional principles upon which the new State has been founded deserve examination. This is not the haphazard, fragmentary and patchwork expedient which its predecessor was; obviously President Nasser has realised that he cannot risk a second and bigger failure, and the only reliable insurance which he can devise against such a setback is one-party rule. The elimination of all minority parties is the foundation of the new agreement.

It has been said that the Syrian delegation in Cairo argued long and hard against this primary condition of agreement; it remains to be seen whether their acceptance of it is final and complete. Anyone who knows the Syrian politicians' temperament is bound to have doubts, but these very doubts make it more likely that, once the Egyptians get their hooks firmly on the administrative and political machine in Damascus, they will go to a great deal of trouble to impose their own pattern.

Certainly on the face of it the agreement which was signed in Cairo late on the evening of April 10 would seem to give the Egyptians every chance to establish dominance in the two other regions of the new federation. Cairo is to be its capital, and the federal state will have jurisdiction over foreign policy, finance, economy, defence, education and the formulation of a unified judicial system. And in military matters a unified high command is to be established as soon as possible. If these terms of agreement are really fufilled, they will bring a pretty high degree of integration into the UAR's affairs. A union of some 40,000,000 people is no trifling matter, and it can only bode ill for the surviving independent Arab nations in the Middle East and for Israel.

The next move, I believe, will be against Jordan; and I have already indicated that I think intervention then by the Western powers is improbable. But the longer we let matters drift in the Middle East, the greater I think the risks will become. Mr. Ben-Gurion has wisely and firmly clamped down—so far as a Prime Minister can, in a genuine democracy—on the campaign in Israel against the West German Government for allowing German rocket and other experts to work for the Egyptians. But this does not mean that he and his colleagues are seeking to minimise the danger of the work that is being done on missiles in Egypt. Indeed during the week of Passover, immediately after the debate in the Knesset in which Mr. Ben-Gurion resisted Opposition pressure to intensify the anti-German campaign, his young Cabinet associate, General Dayan, wrote a long newspaper article which emphasised the Israeli Government's concern.

No one, General Dayan declared, is going to prevent President Nasser from developing atomic weapons. He made it quite clear that he believes that the UAR will be able to produce atomic warheads within a decade. Noting that the UAR's army is already being equipped with surface-to-surface rockets costing hundreds of thousands of dollars each, he added significantly: "No Army ever produced them only to deliver conventional warheads."

General Dayan, who was Chief of Staff of the Israeli forces in the Sinai operation in 1956, is not only a very successful commander in the field; he is one of the most realistic thinkers on politico-strategical matters in our time. It is a grim but justified comment on the present state of the world that he warned his Israeli readers not to expect world opinion to be aroused by the fact that President Nasser had hired foreign experts to build nuclear weapons.

What is intensely important is that the UAR is within reach of the atomic threshold. Is this a prospect to which the Western Alliance can, for much longer, remain indifferent? For it must be realised that President Nasser does not regard the possession of atomic weapons as a deterrent: nor are they just a status symbol. He wants to use them; and there is no evidence at present to indicate that anybody has troubled to warn him and his advisers of the dangers of escalation. He is not included in any preparations for the maintenance of a "hot line"; but within quite a short time we may all be bitterly regretting the omission.

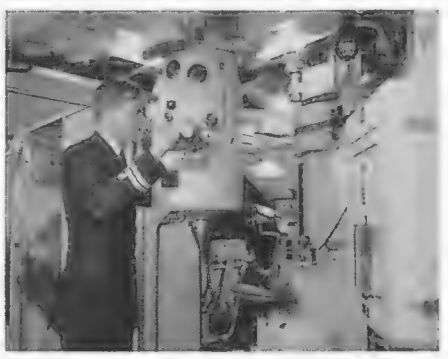
Early on the morning of April 17 a communiqué issued in Cairo gave full details of the "National Charter" that, in a little over a week's concentrated work, had been drawn up, embodying both the constitution and the national aspirations of the new State. *The Times*, in an oddly edgy leader on the same day headed "UAR 1963 Model," argued that the Baathists, who carried out the recent coups in both Baghdad and Damascus, had been obliged to accept a form of union not of their choosing to avoid seeming lukewarm in the pan-Arab cause.

This is perfectly true; and in the case of the previous union between Egypt and Syria, this absence of a free choice, combined with Egyptian arrogance and lack of understanding of Syrian sensitivity, brought about the breakdown. This time President Nasser, while seeming to make the bonds looser, has in fact made them subtly stronger. The unified military command, for example, which in the former UAR was a mere facade, is going to be welded into something quite formidable: and (a fact to which *The Times* made no reference at all) the National Charter explicitly affirms the new State's determination "to liberate Palestine." This is a dangerous moment in Middle Eastern history; and I wish that we in the West were not so apathetic about it.

b

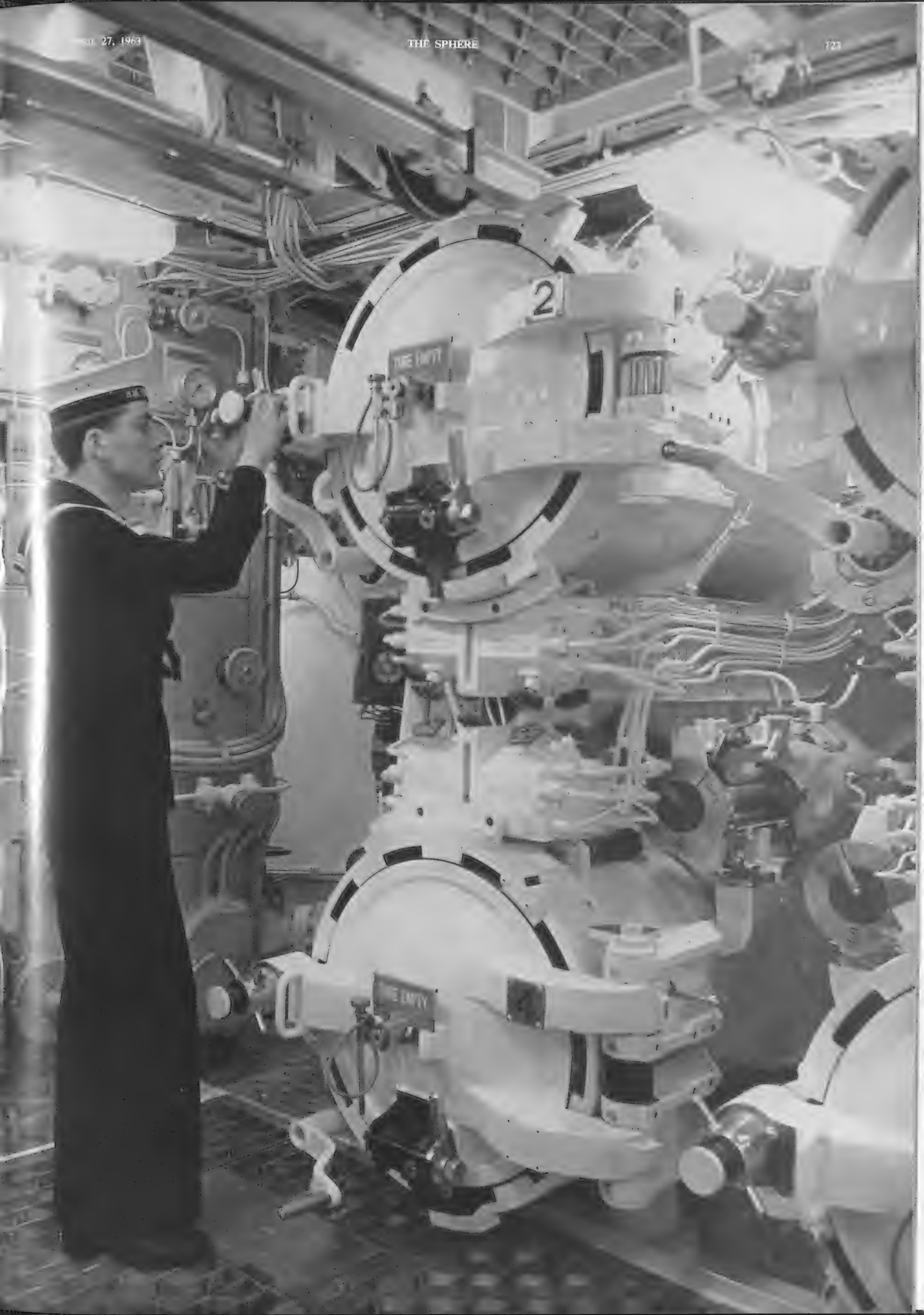
A bows-on view of *Dreadnought*, Britain's first nuclear submarine, at Barrow-in-Furness. The projections forward are her hydroplanes

DEEP SEA HUNTER



Dreadnought's captain—Commander P. F. B. Samborne. **Above:** Looking through the " attack " periscope. Right is the cruising periscope. **Right:** Checking the tubes in the lower forward torpedo compartment. **Below:** The main control room looks like an airliner's cockpit, with control columns for steering

With her sleek, black, whale-shaped hull, *Dreadnought* looks her role, that of Britain's first nuclear-powered submarine specifically designed to hunt and destroy enemy underwater craft. Laid down by Vickers-Armstrongs at their Barrow-in-Furness yard in June, 1959, she was commissioned last week and due to be accepted for service in the Royal Navy, appropriately enough, on St. George's Day. *Dreadnought* is a big submarine—260 ft. long, a beam of 32 ft. and a surface displacement of about 3,500 tons. She is reputed to have cost about £20,000,000 and to have a maximum underwater speed of 30 knots. Her hull is British-designed, but her nuclear reactor is American. She is equipped with a navigation system which enables her to pin-point her position without surfacing; homing torpedoes; and highly advanced detection gear. Great attention has been paid to the living conditions, which appear unusually spacious and well-designed, for her 12 officers and 79 ratings.


2

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

TROUBLE AT DAGENHAM. Trouble at Dagenham is an old and grim story. Five or six years ago Lord Cameron closely investigated it and made recommendations to avert it, which were shelved. The story grew grimmer. When Mr. C. T. Jack was appointed in March to try again, I recall saying that if he could satisfactorily re-define to general agreement that ugly word " victimisation," he would deserve a dukedom, and that if an employer's ultimate and basic right to dismiss a disloyal or unsatisfactory employee must henceforth be abrogated, our nation of shopkeepers might as well shut up shop. Mr. Jack has upheld that right—on conditions. Alas! the conditions are as hard to define to general agreement as the word " victimisation." Who shall settle what exercises of the right are fair and reasonable? Clearly the right cannot be exercised by the junior ranks of management. As clearly it cannot be rejected by arbitrary action of shop-stewards over whom 21 unions claim, but do not always exercise, authority. Mr. Jack recommends some reforms, not all new or likely to lead to a solution. There must be suspension before dismissal, followed by close examination by " Higher Authority "; and if thereafter dismissal appears justifiable, the reasons must be explained to a responsible union official whose objections must be considered. Higher authority is a vague term. Few employees in industry today acknowledge a higher authority to whom they could directly and personally state a grievance. It would be reasonable to water down the multiple-union representation of the men's side to a sub-committee of four or five. Reasonable also to appoint a highly-placed union official to superintend the actions and decisions of shop-stewards who are the voices of 30,000 employees; reasonable to send shop-stewards to school to learn the limits and duties and responsibilities of their offices. Equally reasonable to assure to all workers in industry protection against unjustifiable dismissal. Parliament is always chary of interference. Collective bargaining is still the TUC's preference; and collective bargaining at Dagenham has for years proved a free-for-all. I rather doubt whether Mr. Jack's report will get much further than Lord Cameron's unless the unions can sink their jealousies and regain their authority over shop-stewards.

The Bishop of Colchester greets the Queen on her arrival, with the Duke of Edinburgh, at Chelmsford Cathedral in Essex, for the distribution of the Maundy money. On the right is the Bishop of Chelmsford

MPs' PAY. It is no doubt incontrovertible that some MPs of all parties are hard put to it to make both ends meet with their present salaries and allowances, and it may well be that a majority of hard cases are to be found in the Labour Party, though it contains many very rich men. If the House of Commons by a majority decide one day to add another £1,000 a year to an MP's salary, theirs must be the responsibility. They cannot shift it to an outside body. An increase in the pay of MPs will never be a popular election issue. The average voter is certainly concerned with his own income, but he does not sit in Parliament and sometimes, it must be feared, underrates the services of his own representative. Accordingly, I cannot see anything illogical or politically shrewd in the Premier's ruling that this issue is inappropriate at the fag-end of a Parliament. If its postponement outrages the Socialists, they speak with the utmost confi-

THE ROYAL WEDDING

This is the cover, which will be in colour, for next week's greatly enlarged issue which will contain a pictorial record of the marriage ceremony of Princess Alexandra and Mr. Angus Ogilvy in Westminster Abbey. There will also be pictorial biographies of the Bride and Bridegroom as well as many of the usual features of *The Sphere*

The demand for "The Sphere" Royal Wedding number (price 4s.) will be heavy. To avoid disappointment orders should be placed with your newsagent NOW. For despatch to your friends at home and overseas orders may be sent (with remittance 4s. 6d. including postage) to the Publisher, The Sphere, 13-15, John Adam Street, London, W.C.2

ON SALE THURSDAY, 2nd MAY

Left: The Patio and **Right:** A studio apartment of the new London Hilton Hotel, opened in Park Lane on April 17

The Grand Ballroom seats 1,000 for a banquet, 800 for a dinner-dance. It already has bookings up to 1969. The room was designed by Sir Hugh Casson with walls in white vynide and a carpet in reds and orange. Closely spaced rafters in a bronze finish conceal variable lighting. **Right:** The London Hilton, 30 storeys and 328 feet high, cost £7.3 million

ence of returning to power in a matter of nonths and, if they hesitate to put this issue n their election programme, they can list it among the first measures to be put on the Statute Book when they achieve power; and the majority they anticipate in the House will carry the day. No doubt local councillors will quickly follow suit, for the day of voluntary service is waning. It is easier for the House of Commons to vote itself salary increases than for company directors. Most of us still cherish the view that company directors and MPs sometimes overrate the value of their services, and still sometimes can pick up unconsidered extra trifles from their professions. One directorship leads to another and a seat in Parliament (as Creevey remarked as a preface to his famous Waterloo memorandum) then (and still) " gives a man a position in society which nothing else can"; and, with the position, many opportunities of advancement. Hence, the queues for adoption as candidates; hence perhaps multiple directorships. The issue would be more favourably viewed by electorate and taxpayer if increases *en bloc* were resisted but accepted on a means test basis.

SOCIAL SECURITY SERVICES. It does not diminish the public's gratitude to the late Lord Beveridge that doubts should today be thrown on the guiding principles of his Social Security Plan which were based on "flat rate" universality. Conditions can change very rapidly even in one decade, and no blueprint can be accepted as perfect until it has been tried out to the full in practice. It seems clear that before long all parties will agree that very considerable changes are necessary, and that the Beveridge concept must be adjusted to " help such men as need " and no longer to waste its substance on benefits for those who would never have been strained by paying for them. Flat-rate universal benefits must give way to flat-rate needs, and that implies the fixing by agreement of a flexible minimum income, which would rise or fall with the cost of living periodically and always qualify for undiluted social benefits. There must be very many in the higher-income groups who would gladly sacrifice some of the flat-rate benefits they receive if that sacrifice enabled them once more to enjoy the benefits and comfort of private health services. No doubt any root-and-branch reform would bristle with difficulties and controversy, but I doubt whether the most obstinate objections would come from the higher-income groups deprived of free benefits. It has been said that those who have benefited most from social security are those who have needed it least. From a medical point of view, I question that judgment. In one sense, millions have benefited (or thought they benefited) from medical attention who " needed it least "; but thousands who could well afford to pay have received neither comfort nor full consideration from State medical service. The surgery queue is swelled by so many hypochondriacs that genuine cases may receive short shrift when their turns come.

KNIGHTSBRIDGE BARRACKS. I suppose the old Household Cavalry Barracks at Knightsbridge, put up in 1879, are antiquated and inconvenient—especially for the rank and file. But, if the authorities have accepted the inconvenience and decide to stand the cost, no doubt they will be replaced and I shall be sorry in a way. For those barracks were only 12 years old when I first found them romantic and exciting and visited them daily in our nursery walks, usually without objection by our nannies. There were for instance the thrilling sounds and smells that issued from the stables wherein the troop horses stamped and neighed. And almost as enthralling were the close-ups, through the Officers' Mess sitting-room window, of tall officers relaxing in easy chairs with a long drink and the illustrated weeklies; and, of course, there were the gay sentries, the nursery maids' idols. I am sure that it was through that great window that the author of a famous quatrain got his inspiration:

" If only President (Theodore) Roosevelt
Knew how Officers in the Blues felt,
He wouldn't be so rife
With his " Strenuous Life."

Those were the days for the Household Cavalry. *Ouida* (Mdlle. de la Ramée) was still a name to conjure with in the 1880s and her *Under Two Flags* still a best seller.

SPACE PROJECTS. Those countries which have already entered for the space race have budgeted huge sums of money for further research operations, undeterred by the disappointed expectations of using the moon as an easy conversion to an overspill suburb. It is very difficult for a layman to regard such expenditure as a priority, not least in Britain, which has many urgent projects of national benefit which the taxpayers must shoulder. We certainly need space—space for new houses, playing-fields, schools, new motor roads to take the place of closed railways and space which will spare us from using up what remains of our coastline, green belts and open spaces; and new space in England is one of those benefits which no money and no amount of scientific research can obtain for us. Our circumference was long ago immutably drawn by nature. The layman may well question the logic of seeking further space in areas where it cannot for a century help to solve any of our urgent domestic problems. It may be some of us exaggerate the difficulty of driving many new trunk roads through England's surviving green and pleasant land. Mr. Marples is confident that it can be done and be done in time to implement the Beeching Plan; if roads, then no doubt playing-fields and housing sites, can also be cut generously from our available cloth. But tailors charge a lot nowadays for our new suits, and we who use them have to pay for them, and until we have paid for our workaday suits, we can hardly justify the luxury of space suits; however exciting and attractive they look, our available resources must reject them as a priority. And, as far as Mr. Marples and his roads are concerned, recent experience suggests that he is too optimistic all round. The Beeching Axe will drive a lot more traffic on to the roads, and the roads he builds will continue to cost more and more in terms of money and human lives.

THE OLD STAGER

June 1900: Europeans and Chinese mingle peacefully in the streets of Pekin just before the Boxer Rebellion breaks out. **Below:** As the fanatical Boxers besiege Pekin, the Chi'en M

ENTERTAINMENT

55 DAYS AT PEKING

Royal premiere at the Dominion on May 6

Lady Sarah (Elizabeth Sellars) and Sir Arthur Robertson (David Niven) at the British Legation ball

General Jung-Lu (Leo Genn), left, pleads for the life of a colonel in his Imperial Army in front of Empress Tsu Hsi (Flora Robson). Centre is Prince Tuan (Robert Helpmann)

The latest spectacular from the Samuel Bronston stable in Spain takes as its subject the Chinese Boxer rising, during which the men, women and children of the legations of 11 nations were besieged in their compound not only by the fanatics of the Boxer sect but by the soldiers of the Imperial Chinese Army. Such a subject seems a natural for a wide screen, Technicolor film, and indeed contains the ingredients of one of the classic situations of the Western—the brave few behind the stockade and the hordes outside. Made with Samuel Bronston's usual lavish care, the film has been directed by Nicholas Ray from a screenplay by Philip Yordan and Bernard Gordon. It is released in Britain by Rank.

...e in the ...rtar Wall goes up in flames

French Marines behind a flimsy barricade try to stem the Boxers' attack

Baroness Natalie Ivanoff (Ava Gardner)

Major Lewis (Charlton Heston) fighting in the Pekin sewers

Boxers are thrown off the Tartar Wall by the defenders

LONDON CLUBS

BROOKS'S

Drawings by

GEOFFREY S. FLETCHER

Right: The staircase in the club in St. James's Street was reconstructed, as was the Hall, during the alterations to the premises in 1889-90. The premises were built by Henry Holland for William Brooks in 1778. It was first known as Almack's, founded in 1764

Below: As a result of its last restoration, the Subscription Room at Brooks's has much the same appearance as it had in the early days when it was frequented by Fox and other notable members of eighteenth-century London's political and social society

The Library is in the Park Place premises acquired in 1857 as an adjunct to Holland's building. Before it was in St. James's Street the club was in Pall Mall

The club has occupied its premises in St. James's Street since they were built to the designs of Henry Holland in 1778. Its history goes back several years before that date, having been founded in 1764 by William Almack, at that time the central figure in the proprietorship of London clubs. At first the club was known as Almack's but from 1771 the rates were paid by " Brooks and Ellis " who must have been either Almack's employees or partners. Brooks alone was responsible for Henry Holland's building in St. James's Street into which the club, henceforth known as Brooks's, moved in 1778.

One of the purposes underlying the foundation of clubs such as Brooks's was to enable men who lived in the same social surroundings to be together in a more congenial atmosphere than the coffee house. Even before it was in St. James's Street the club was noted for its heavy gambling. The scrawled entries in the earlier pages of the Betting Book are abundant and fascinating evidence of this.

Yet Brooks's originally was far from being solely a gambling establishment. It was also, to quote Trevelyan, " the most famous political club which ever existed." A glance at the membership in the latter part of the eighteenth century substantiates this claim. It includes Hume, Gibbon, Sheridan, Horace Walpole, Burke, Wilberforce and Pitt. But the most memorable name of all perhaps is Charles James Fox, greatest of Parliamentarians, gamblers and clubmen. More than any other, " Old Charlie " epitomised the many-sided spirit of the eighteenth-century character, in which both politician and gambler had their parts. Fox's memory is preserved in the Fox Club—the " club within a club "—which was founded to commemorate him and still meets regularly in Brooks's for its dinners.

During the nineteenth century the club reflected the changing and quieter fashions of the age. Under Henry Banderet, who was Master for the 34 years before his death in 1880, Brooks's acquired that atmosphere of a first-class private house rather than a club, which it retains today.

Additions and improvements were made to Henry Holland's building in 1815 and 1846. In 1857 adjacent premises in Park Place were purchased and in 1889-90 large-scale alterations included the accommodating of the Library and Coffee Room on this site. But Henry Holland's original premises very properly still form the main structure of one of London's most historic clubs.

Charles Dimont

BRIAN VESEY-FITZGERALD

A NEW STATUS SYMBOL

The humble moke is becoming a status symbol. It is becoming the thing to own a donkey. How do I know? Well, within recent months, I have had a number of letters and telephone calls all from complete strangers asking me to help them acquire a donkey. Not one of these people wanted a donkey for any particular purpose. They did not want one for their children or to pull a trap, to carry panniers or to draw the manure cart round the garden, or for anything useful like that. They just wanted a donkey. When asked why, each said vaguely: "Oh, it would look nice in the paddock," or words to that effect. Obviously, a status symbol.

I am very fond of donkeys and the more popular they become, the more that find good homes, the better pleased I shall be. But, if you want to go in for this sort of status symbol, you really ought to know what you are letting yourself in for. There is more in a donkey than meets the eye: much, much more.

To begin with, every would-be donkey owner should read *Donkey Work* by Doreen Tovey. I say this advisedly because it was due to an article of mine that Mrs. Tovey bought her donkey. In that article I said (and what I said was based on a very considerable personal experience) that donkeys ate nettles. Mrs. Tovey had an extensive crop of nettles, and took my word for it. Her Annabel, however, made it clear from the start that she would have nothing whatever to do with nettles. She preferred the raspberry canes and (a taste which I, personally, have not met with in a donkey) Mr. Tovey's young specimen holly trees. It may appear to you that the solution to this sort of problem is simple: get rid of the donkey and use a bill-hook on the nettles. But if you once acquire a donkey, getting rid of it is out of the question. No matter what strange habits, what strange appetites, it may have, you will keep it for the rest of its life. When it dies, you will get another. Donkeys are like that.

This may surprise you. But the simple truth is that the donkey has never been properly appreciated in England. I believe that there are historical reasons for this. The ass was domesticated at an early stage in human history: possibly, I think probably, before the horse. It is generally accepted that the Nubian Wild Ass, or its very close relative, the Somali Wild Ass, is the origin of the domestic donkey. But there is today so great a variation in donkeys, even in this country—there are those who profess to recognise distinct races—that I think there must have been a second source as well. It may be that the Onager, the Wild Ass of the Bible, a smaller, yellower, animal than the grey Wild Ass of North Africa, also played some part. Be that as it may, there can be no question that the ass was domesticated in the Middle East and in North Africa at a very early date.

Not so stupid as is often made out, donkeys are becoming increasingly popular

Despite this ancient history, the donkey was not introduced to England until the reign of Elizabeth I, and when it came it brought with it an unfortunate reputation. The Egyptians used the head of an ass to signify extreme dullness: and it cannot be denied that the donkey still has a universal reputation for stupidity. But, more than that, the ass was the beast of burden of the poor. The horse, in ancient times, was the coveted status symbol, the token of wealth or social position. (True, the VIPs of the Old Testament rode on white she-asses, but that was only because the horse was then a rare animal in Palestine.)

The ass was the animal of the humble—Jesus entered Jerusalem on an ass—but I suspect that this may have been a sign of peace rather than one of humility: the ass was not connected with war-like activities, the horse was then a charger rather than a beast of burden. The animal was ideal for the working-man, for it was strong, hardy, and possessed of astonishing stamina. When the donkey came to England it came with this reputation: that it was the poor man's beast, a beast of little account, a beast of stubborn stupidity, one to be overworked and, since it was of little value in terms of money, neglected. In England, until recently, the donkey has never really had a chance.

It is true that the donkey is immensely strong, incredibly hardy, and possessed of astonishing stamina. What is not true is that it is stupid. On the contrary, it is a very intelligent animal. But it is also an animal with a will of its own and a very considerable pride. A donkey is as unlike a horse as a cat is unlike a dog. You do not own a cat: you learn in time to live on equal terms with a cat. This is true also of the donkey. You have to learn to live with it, and to live with it on more or less equal terms. Neglect a donkey, ill-treat a donkey, attempt to force a donkey, and you will be met with a stubbornness that can easily be mistaken for stupidity. Treat a donkey as an equal and you will be met with an affection that is quite touching.

Every would-be donkey owner should realise that donkeys need company, human company and lots of it. Some of the happiest donkeys I know are those that work on the sands at Weston-super-Mare. They are owned by a man who understands and loves them, and they have human company all day long: so far from being stubborn or stupid, they are willing and eager. Company is the secret. Donkeys demand time, are great wasters of time. It is no good thinking that you can have a donkey and turn it into the paddock to live by itself. That way you will get a stubborn and, perhaps, morose animal. Spend time with it and you will soon have an animal that will come for walks with you, following docilely at heel just like a dog, and showing you genuine affection in a hundred little ways—and playing games with you. Every would-be donkey owner should realise that this is an animal with a marked sense of humour: of the Lower Fourth variety.

But do not think that you are ever going to get an obedient animal in the sense that a well-trained dog is obedient. A donkey, in this respect, is like a cat. It will give your requests serious consideration. It will study each one on its merits, taking time to do so, weighing all the pros and cons. But it will make up its own mind. Frequently, this leads to a course of action the precise reverse of that desired. When this happens, one is inclined to dismiss the donkey as a stupid animal. Before you do so, pause. For if this is stupidity, then intelligent women are very few and far between.

...e *Elizabethan 29*, a glass-fibre masthead sloop of 5½ tons, costs £2,500

The *Kestrel*, designed by Ian Proctor, is reported to have reached a speed of 15 knots

GABOR DENES

YACHTING

Three enterprising firms in the boatbuilding industry clubbed together to show their wares in a miniature "boat-show" at Lymington recently. They were able to show them in the best of conditions; instead of merely exhibiting them and offering them for inspection, the boats were made to show their paces on the blue waters of the Solent on a sunny day, with a fine little breeze. Largest of the boats was the *Elizabethan 29*, a glass-fibre masthead sloop of 5½ tons, designed by C. R. Holman and built by a local firm, Peter Webster Ltd., at their Ropewalk Boatyard. Glass-fibre construction makes for an economical price, which is just over £2,500. It has been possible to speed up production since the boat was first seen at the 1962 Boat Show. One is now being completed each month. The boat to be completed in May is destined for New York, where an agent has been appointed to handle sales. The next one, to be finished in June, is going to Malta and will be sailed to the Mediterranean through the French canals.

The *Elizabethan* is a fine performer under her 175 sq. ft. mainsail and No. 1 jib of 136 sq. ft., or the Genoa of 212 sq. ft. The construction is simple and strong, the hull is a one-piece moulding, and so is the deck, coachroof and cockpit. L.O.A. is 29 ft., L.W.L. 20 ft., beam 7 ft. 6 ins., and draft 4 ft. 2 ins. There is a ballast keel mounted securely outside the plastic shell weighing 1·4 tons.

The use of glass-fibre has several advantages apart from series production off a mould. It saves a great deal of weight and also reduces the cost of maintenance. In this case designer and builder have cleverly avoided the obvious "plastics" look by using a fair amount of solid mahogany and marine ply joinery work. The cockpit coamings, hatches, grabrails, cockpit seats and grating are in well-finished woodwork, and this helps to give the boat a more "yachty" appearance.

It is the same below, all the woodwork is either in solid mahogany or marine ply, painted or varnished. There is good storage space under the bunks in the forward cabin, and off the main cabin there is a good galley aft and W.C. forward. Two stainless steel tanks hold about 20 gallons of fresh water. The price quoted includes a number of usual extras, such as a Fare-Gota or Seafarer II engine with dynamo and starter, a Calor gas cooker and mattresses for the four bunks.

Of the boats shown by J. L. Gmach and Co. Ltd., of Fordingbridge, I was most interested in their two sailing dinghies, also built in glass-fibre. They were both designed by Ian Proctor, and are being built exclusively by this company. *Kestrel*, the larger of the two, is 15 ft. 7 ins. long with a 5 ft. 4 ins. beam with a nominal sail area of 115 sq. ft. This makes her more of a family sailing boat than a racing dinghy, but she performs extremely well. This was demonstrated when in last year's One-of-a-kind Regatta *Kestrel* was one of the only three boats which were able to beat their yardstick figure (the others were an *Enterprise* and an *Albacore*). She is reported to have reached a speed of 15 knots.

Her smaller sister, the 11 ft. 4 ins. *Firebird*, is an equally fast performer for her size, and more suitable for confined waters. Considering the reduced maintenance cost and effort saved with glass-fibre boats, both dinghies are excellent value at £239 and £148 respectively. This sensible exhibition was completed by equipment shown by the specialist firm of Tollbridge Trailers Ltd., including the trailer which has carried Bruce Campbell's *Christina* over many thousands of miles of journeys between the Hamble and the French Riviera.

TRAVEL

YUGOSLAV HINTERLAND

One of the tourist leaflets on Yugoslavia has summed it up rather neatly as a country with two alphabets, three religions, four languages, five nations, six republics and seven frontiers. To thousands of British visitors, the Julian Alps of Slovenia and the Dalmatian coast of Croatia are already familiar holiday country; yet much of the rest remains little known. The dual republic of Bosnia and Herzegovina (for example) is the one which most people go through or over on their way to somewhere else —largely en route from Zagreb to Dubrovnik and its far-famed coast. This is a pity, for within its borders can be found the very essence of all the contrasts which are woven into the framework of Yugoslavia. It has been the melting pot of much of her fortunes, and it remains the meeting point of her many cultural, religious and architectural paradoxes.

From Zagreb to Sarajevo, Bosnia's capital, is an overnight journey by train or, in summer, you can fly by the services of JAT (Yugoslav Air Lines). There is, however, much worth seeing on the way, so the best approach is by road: ideally by car or, armed with a certain amount of fortitude, by bus. In Yugoslavia there are three prerequisites to bus travel: first, a reserved seat (this is essential, for the buses are always crowded); secondly, the checking and double-checking of departure times, however many the assurances. Finally, you must be prepared, literally, to take the rough with the smooth, though personally I have often found Yugoslavian roads far less disastrous than expected, and the frankly terrible stretches are being replaced rapidly, at least between main centres. Traffic in Bosnia, too, is blessedly light, consisting largely of interminable flocks of sheep.

Coming from Zagreb, the first Bosnian town of importance is Banja Luka, and this 3½-hour stretch by bus is the least interesting part of the journey. A very fine war memorial rises like a rock from the summit of nearby Šehitluci hill from which there are also glorious views over the city and surroundings. Old Banja Luka is at the foot of this hill, about three miles from the main part of the town. Many of its houses are about 400 years old, and this ancient backwater is well served with bath houses fed by natural warm springs known to the Romans.

The route from Banja Luka to Jajce (2½ hours) is lovely. The Vrbas river is with you most of the way, tearing along between steep forested slopes or rock cliffs, sometimes broken and softened by farm land. The approach to Jajce itself is splendid, for the town crowds up a steep castle-crowned hill, while a great waterfall gushes out at its feet as the Pliva river takes a flying leap into the waters of the Vrbas.

You can stay comfortably at the modern second-class Turist Hotel just outside the old

A market in Sarajevo, the capital, with the Begova Mosque in the background

A 13th-century Bogomil tomb in the National Museum at Sarajevo

A busy street scene in another part of the city

The new Civic Building at Banja Luka, south of Zagreb

The quiet outskirts of Banja Luka, once the capital of Bosnia. Many of the houses are fed with warm water springs known to the Romans

Mostar, the main town of Herzegovina. In the centre is a fifteenth-century Turkish bridge. The Dinaric Alps are in the background

city walls. In a town of curious contrasts, a supermarket stands cheek-by-jowl with houses tipsy with age. There is a fourth-century Mithras temple, several mosques, ancient walls and towers, a scattering of medieval remains, a fifteenth-century crypt from which Tito directed operations during the war. It was at Jajce, too, that the bases of the new Yugoslavia were established on November 29, 1943. About three miles out of town, a worthy collection of wood-built water mills—another of Bosnia's familiar features—sits astride the Pliva. Many are still in use for grinding corn, as they have been for 300 years or more.

The route from Jajce to Sarajevo (4½ hours) climbs and drops steeply through sub-alpine settings, descending finally into broader valleys for the last stage towards Sarajevo. This city is the highlight of Bosnia as well as its capital, so you must not be put off by the uninteresting approach or the sudden presence of a new district of miniature skyscrapers. It is built at the end of a valley so that on three sides the mountains crowd it closely, their summits offering superb viewpoints. If ever there was a city of contrasts, it is this. Eighty slender minarets vie against the skyline with church spires and Orthodox domes, and from them the muezzin still mournfully calls the faithful to prayer. Supermarkets stare glassily across at the jumbled medley of the Turkish bazaar. Muslim and European dress ebb and flow across the pavements. Sleek American trolleys slide smoothly past ex-London Transport double-deckers. Amidst a medley of contrasting sights, smells and noises, you are visually further confused by signs in both Roman and Cyrillic alphabets, repeating Serbo-Croat messages with equal incomprehensibility.

Well placed close to the Turkish bazaar is the excellent first-class Europa Hotel, built on the site of an old caravanserai, a wall of which can still be seen. Among the main sights of Sarajevo are the sixteenth-century Begova Mosque; the old Orthodox Church (concealed behind a wall so that it would not "offend the eyes of the faithful"); the school of Muslim priests; the House of Svrzo (a feudal Muslim dwelling with harem quarters); the spa of Ilidža, 20 minutes by tram, and the multiple source of the River Bosna in a lovely park; the Ali Pasha Mosque, and many museums. The most important of these is the National Museum which I hope has overcome its sad lack of a printed guide in English. Its archaeological and ethnographic sections are especially fine. In the lovely garden courtyard of the museum is a collection of Bogomili Steci: thirteenth-fourteenth-century tombs of a Slavic people (the name means "those who are liked by God") over whom there has been much learned controversy. The richest collection of such tombs, incidentally, is at Radilmje, about 30 miles beyond Mostar towards Dubrovnik.

History is written on the very pavements of Sarajevo. On a street corner by the river two footprints mark the spot from which the student Gavrilo Princip shot the Archduke Franz Ferdinand, setting the final spark to the First World War. The adjacent museum tells the story in photographs and newspaper cuttings.

Another four hours by bus leads you to Mostar, the main town of Herzegovina—a journey full of scenic thrills, especially during the latter half which follows the dramatic course of the Neretva river on its wild green route through precipitous cliffs and strange rock formations. From these gorges one emerges into the parched hills and plains that lead to Mostar, whose old quarters grouped round the fifteenth-century Turkish bridge are extremely picturesque.

In the new part of the town you can stay comfortably at the first-class Bristol Hotel overlooking the river. Mostar, incidentally, has some very pleasant wines which go well with one of the republic's specialities, a Bosnian hot pot (with the emphasis on hot!) of meat, vegetables, paprika and sauce served in an earthenware pot.

The remaining 90 miles from Mostar to Dubrovnik are also of great beauty, leading you right at the last moment beyond the borders of Bosnia and Herzegovina to the holiday coast that has now taken its place amongst the rivieras of the world.

Means of access By JAT (Yugoslav Air Lines) or K.L.M., London-Zagreb, £42 16s.—£58 18s. return (tourist class only); by J.A.T., Zagreb-Sarajevo (summer only), £4 8s. return. Surface travel, London-Zagreb-Sarajevo, from £24 10s. second-class to £35 8s. first-class return.

BOOKS

U.N. UNDERCURRENTS

Allen Drury's long novel about the U.N. headquarters in New York tops this week's list of fiction

The first novel on this week's list is in that position for two reasons, one of which, as I realise, is quite frivolous: it is by far the biggest in the selection (2½ in. thick and weighing almost 2 lb.), and it treats of a subject with which we are all concerned, however remote we may consider it or however seldom we may discuss it. A SHADE OF DIFFERENCE (Michael Joseph. 30s.) is, in fact, a monumental American novel about the United Nations Organisation in New York and it is a sequel to Mr. Allen Drury's prize-winning book, *Advise and Consent*. Many of the same Washington characters are present in its pages: Harley Hudson, now President of the United States and making a better job of it than many of his detractors—and friends—had expected; extravagantly colourful old Senator Seab Cooley, of South Carolina, and Secretary of State, Orrin Knox. New to the scene are the young negro congressman from California, a man of integrity and much self-questioning; the Panamanian Ambassador and his rich and implacably ambitious American wife and, unexpected at the centre of things, HRH the M'Bulu of Mbuele, otherwise known as Terrible Terry.

With the official objective of gaining independence for his politically unprepared country at least a year earlier than its present British rulers will concede, Terry throws himself happily and adroitly into the business of stirring up as much trouble for the United States, England and, in the process, the U.N., as is possible. The success of his various sly devices, most of them quite conscienceless, is not only immense but alarming in the highest degree. Mr. Drury relates his activities to the international scene in a way which is both wordy and masterly and, for the diligent reader, provides a brilliant though scarcely reassuring picture of the new democracy on the march. There are some pleasant turns of phrase, not least of which come from the southern senator who is apt in moments of emotion to refer to African leaders as kinky-haired kinkajous, and some less happy choices of word: "sanguine," for instance, hasn't the same meaning as "sanguinary," and British Ambassadors are unlikely to speak of being given "jolly old what-for," but these must be very minor slips in a book of these dimensions and, I would say, sincerity.

GEORGIE WINTHROP (Cassell. 18s.) is another novel from the States, this time from the equally practised pen of Mr. Sloan Wilson who gave us *The Man in the Grey Flannel Suit* and whose especial talent seems to be the presentation of a deliberately ordinary character in circumstances of unusual strain or crisis. This Mr. Winthrop, for instance, is vice-president of a college in the upper part of New York State and his chief preoccupations are not so much scholastic as concerned with the raising of funds. This is achieved through the writing of what, in less academic circles, would frankly be called begging letters, through approaches to prosperous old boys, graduates or *alumni*, and through various schemes which his own fertile and dedicated brain suggests. He is married, has two children, enough money and only the average number of worries. This, however, is clearly not good enough for Mr. Wilson who precipitates him into a torrid love affair with a preposterously experienced girl of 17, the daughter of one of the college professors whose own hobby is alcoholism. Not for one moment did I believe in this young woman, though some of her conversation is undoubtedly amusing in its hair-raising directness. Nor do I think that she or the hero *or* the author should be allowed to get away with the ending of the story, which is neat and snug to the point of incredibility. But, that final chapter apart, this is a readable and mildly entertaining piece of work, almost as alarming in its implications as Mr. Drury's more sensational *exposé* of skullduggery in high places.

DAUGHTER OF THE HOUSE (Hutchinson. 25s.) is a very different affair. In the first place, this is not a novel but a memoir of the writer's childhood and the solid, nineteenth-century house in which it was lived in the town of Hartford, Connecticut. This was the home town of the Beechers and the Stowes; the place where Mark Twain, or Samuel Clemens as he was properly known, wrote *Tom Sawyer* and *Huckleberry Finn*, and where visitors and neighbours included Frances Hodgson Burnett and Bret Harte. Mrs. Evelyn Ames has written about her home and, as Mr. J. B. Priestley says in his introduction, about an America we are in danger of forgetting. "This book," he

Somerset Maugham in the garden of his home on the French Riviera talks to Laurence Harvey, who is one of the stars of the new film version of Maugham's *Of Human Bondage*, currently being made in Ireland

THE GENERALS V. THE POLITICIANS

Reassessment of Haig: the growth of the U.S.

(On the outbreak of war in 1914) "the smooth, polished, immaculate and impeccable Haig, who had friends in all the right quarters and at 53 a career of unbroken success behind him, was preparing his way to further success ahead. As an officer who during the campaign in the Sudan had included 'a camel laden with claret' in the personal pack train that followed him across the desert, he was accustomed to doing himself well." This is Barbara Tuchman's description in her magnificent book, *August 1914*, of the man who was to become C.-in-C. of the British Army on the Western Front. From the end of that war in 1918, save for a few fervent apologists, Haig has been the object of criticism, ranging from Lloyd George's passionate vilification to the impassionate summaries of strategists.

John Terraine, who is one of the crop of younger military analysts of that war to end war, in DOUGLAS HAIG *The Educated Soldier* (Hutchinson. 50s.) has undertaken a reasoned defence of this at times enigmatic and at times underrated leader. But, and it seems to me a large but, he has not succeeded in elevating Haig among the ranks of the great. It may perhaps be admitted that among his fellow officers there was no one to take his place (although who knows who might have risen to the occasion?). But that is as far as a defence of Haig may go. He had two outstanding defects: he surrounded himself with a personal staff of poor calibre, and he was extremely inarticulate. The first point Mr. Terraine sees as a mitigating factor, but surely it is a quality of leadership to choose the best subordinates? On the second point, much of the tragedy depended. Haig exacerbated the rift between soldiers and politicians (an underlying factor in the cause of both world wars) because of his intense hatred for politicians who could twist him round their fingers in conversation. Politician to Haig was a word "synonymous with crooked dealing and wrong values." John Terraine's book, well documented and written, contains much of value and is a useful corrective to amateur strategists equipped with hindsight, but he, finally, fails to prove his point.

It could be said that the real breakdown of the First World War was in the matter of communications—between officers and men as attacks got under way, between battleships at Jutland, between military leaders and politicians. Improvement of the means of communications was one cause which made warfare more fluid and less killing the second time around. But communications between politicians and the military have remained just as susceptible to breakdown. A case in point is the bitter fight between President Truman and General MacArthur. A witty summary of MacArthur's apparent belief that he was done down and relieved of his command in the Korean war by a conspiracy in Washington forms the basis of one of Richard Rovere's collection of essays entitled THE AMERICAN ESTABLISHMENT (Hart-Davis. 25s.). Richard Rovere is one of a number of American journalists who in the last few years have been producing a number of sharp, enthralling and impressive books on the American scene. In his present collection he ranges from some of the more bizarre aspects of McCarthyism to essays on Arthur Miller and Ezra Pound. The title essay is a magnificent spoof, constructing an American Establishment rivalling in its ramifications the one which is supposed to rule Britain.

The rest of this week's books concern in one way or another the United States. David Bruce, a distinguished American diplomatist and the current U.S. Ambassador in London, in SIXTEEN AMERICAN PRESIDENTS (Weidenfeld and Nicolson. 30s.) presents a series of essay portraits, written in a cultured and decorative style, of the first 19 men to lead the U.S. from Washington to Lincoln. He is concerned to show the gradual evolution of the executive arm of a great country.

Canning's proud boast that he had "called the New World into existence to redress the balance of the old" lost a lot of its truth when the U.S. for long pursued a policy of isolationism, although American intervention in the First World War, with its profound psychological impact on the German Army, perhaps spelt the end of that policy. The last two books are concerned partly with the calling of the New World into existence. J. H. Parry's THE AGE OF RECONNAISSANCE, *Discovery, Exploration and Settlement, 1450 to 1660* (Weidenfeld and Nicolson. 50s.) is one of the publishers' series on the History of Civilisation. Scholarly and impressively marshalled, this volumne covers the period when Europe, by a series of famous voyagers, discovered the rest of the world, particularly the Americas, and the problems attendant on discovery. Sir Charles Petrie's PHILIP II OF SPAIN (Eyre and Spottiswoode. 30s.) is a study of a great ruler, much of whose wealth came from the Americas. The author is concerned to redress the balance of opinion over Philip II. Written in his customary genial yet vivid style, the book does show history from, so to speak, the other side of the Spanish Armada.

Jolyon Wimhurst

writes, " is as American as clam chowder or bourbon whisky, however different its fine shades may be from the familiar gaudy pattern offered us by most recent American writers." For this and for the other perceptive, acute and yet gentle reasons he gives, this book of Mrs. Ames' is one to cherish and to keep.

The plan which Cochineal Cassilis and his gang devised to get away with £100,000 was simplicity itself. Gregory Pratt was also a simple man and the fact that he wound up with the lolly was unexpected to him and his dim neighbours in a broken down suburban mansion. THE PAPER BOATS (Faber. 18s.) is a novel full of action and observation and lighted by high comedy. It is the sort of thing which is within the well remembered dreams of most people who lead drab lives. It is written with great skill and understanding of those underprivileged types who, after all, make up the bulk of the inhabitants of any great city and from whom Mr. Roger Longrigg knows how to extract a lot of fun. The scene in which the gang is defeated by an old woman and a lot of cats is really hilarious.

Mrs. Elspeth Huxley's book, THE MERRY HIPPO (Chatto and Windus. 18s.), is described as a novel of suspense but it is far from being either a thriller or a detective story within the generally accepted meanings of the words. On the contrary, it is the story of a Royal Commission sent out from England to Africa to dig for facts, arrange them and later present them as a reasoned report on a protectorate's readiness (or not) for independence. I would add that only in this aspect has it the slightest similarity with Mr. Drury's tome. The commissioners are male and female, black and white. They are also as varied a bunch of characters as could well be assembled under a common directive. Mrs. Huxley has written about them with sympathy, authority and a welcome kind of astringent detachment which makes her book a long way out of the usual run of respectful studies of the African at home.

BEFORE MY TIME (Jonathan Cape. 25s.) is a long, baroque and mildly diverting novel about a Russian family of immense wealth and equally boundless self-indulgence, whether in terms of money or emotion, travelling about Europe at the turn of the century. Mr. Niccolo Tucci has used the background of his own mother's life and the eccentricities of his grandmother to supply the fantastic, loosely woven yet just-possible plot for his vast saga of passion, greed and family intrigue and, for anyone who can stay the course, he has achieved a slightly over-written but none the less lively piece of genuine rococo.

I don't know whether it is spring weather which naturally produces a crop of thrillers and adventure stories but certainly they abound at present, and some good ones among them. Mr. Michael Gilbert, for instance, has written AFTER THE FINE WEATHER (Hodder and Stoughton. 16s.) which deals with government *putsches* in an imaginary province of Austria and is distinguished by really excellent characterisation and an agreeably dry humour. THE FORBIDDEN GARDEN (Eyre and Spottiswoode. 12s. 6d.) is a thriller proper, set in New Mexico (excellently described) and concerned with a genteel old lady who is, in what might be called her spare time, a mass murderess. Miss Ursula Curtiss does this kind of domesticity-cum-horror thing very well indeed and I recommend this latest example of her talent. VIRGIN LUCK (Crime Club. 12s. 6d.) is Mr. Laurence Meynell's murder story in which one of the principal points of interest is his exposition of counting-house methods within the offices of a big bookmaker's business. SEA VERMIN (Collins. 12s. 6d.), by Mr. Keith Henshaw, gives the reader an equally unfamiliar glimpse of London's dockland and the seamier side of cargo boats and their crews. All these are confidently recommended although not each of them may appeal to the same readers.

Vernon Fane

Hollywood acting's battle royal—Joan Crawford and Bette Davis star in Robert Aldrich's horror film

Mrs. Flagg and son Edwin (Marjorie Bennett and Victor Buono)

WHATEVER HAPPENED TO BABY JANE?

at the Warner from May 2

Eagerly awaited by cinéastes is the film partnership of two of Hollywood's most firmly established and strong-willed actresses, starring together in Robert Aldrich's macabre story of what happens to old Hollywood stars. Bette Davis and Joan Crawford play against each other with instinctive sympathy and come out of the contest with honours even. The story, given a baroque encrustation of old Hollywood memories, concerns a child star, Baby Jane, who grows up to be overshadowed by her elder sister, Blanche. Then comes a car accident: Blanche is confined to a wheelchair, looked after by Jane who harbours resentment against her sister and nurses dreams of a comeback. Who caused the car accident and who kills whom remain only suspicions until the bizarre end.

What happened to Baby Jane (Julie Allred) was that she turned into a raddled ex-star, played by Bette Davis

The view from Citadel Hill in Halifax, Nova Scotia, looking towards the harbour and the oil installations on the other side

The Voice of the Commonwealth

A TRANSATLANTIC REVOLUTION

By **ERIC R. DENNIS**

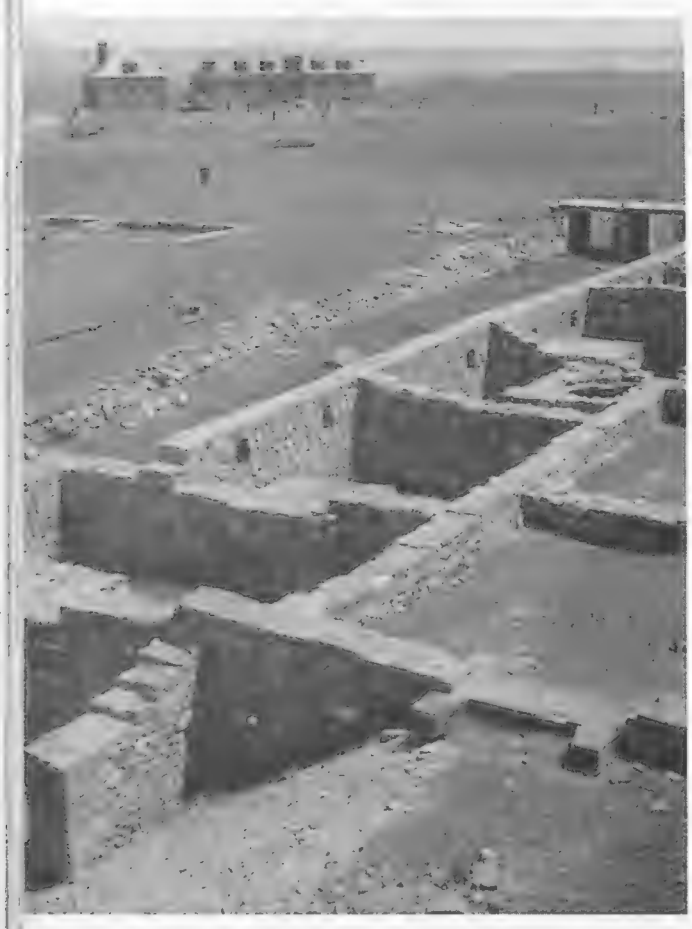
Some 1,000 businessmen and their wives from the Atlantic Provinces of Canada (Newfoundland, Nova Scotia, New Brunswick and Prince Edward Island) are now visiting Britain. They are calling attention to the potentialities of the Provinces for investment. Mr. Dennis, the author of this article, is the Chief of European Bureau, The Halifax Herald.

A revolution is erupting in the oldest, and traditionally the quietest, corner of the senior overseas Dominion of the Commonwealth. Canada's Atlantic Provinces community, a region more than twice the size of the United Kingdom which for years has been regarded as the "have-not" portion of the Confederation structure, is beginning to stir with a zest that has not been felt since its heyday in the days of sail a century ago. It is a re-awakening that is surprising even many of the 2,000,000 people in this neighbourhood at the end of the 4,000-mile long Canadian main street.

In northern New Brunswick one of the world's richest storehouses of base metals—lead, zinc, silver and copper—is just being uncovered. And in the opposite extremity of that Province development has started on a tin deposit whose master vein is believed to stretch right into Cape Breton Island a couple of hundred miles away. It is the only known supply in the whole of North America.

In Newfoundland a wide range of other mineral resources is coming into production. Its Labrador area is about to yield the last known virgin bed of iron ore in the western hemisphere—a vast treasure that is expected to be exploited with the nearby help of the 6,000,000 horse-power hydro potential of the yet-unharnessed Hamilton river and falls. The Baie Verte district (central Newfoundland) is soon to begin production on a proven field of 41 billion tons of asbestos, a project undertaken by Canadian, British, Belgian and Swiss interests

(*Continued on page 138*)



Remains of the old fortress of Louisbourg, Cape Breton Island

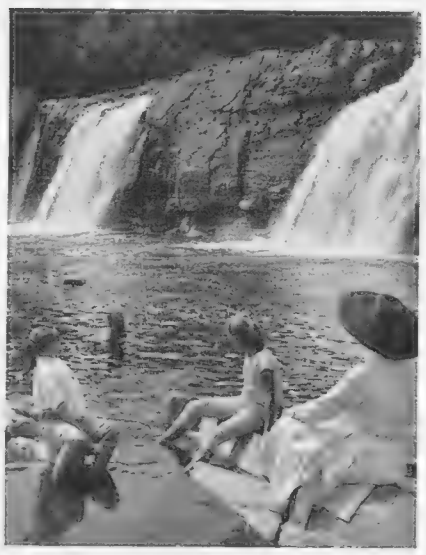
The up-to-date harbour in St. John, New Brunswick. The Province is a rich storehouse of base metals

The modern skyline dominates the harbour of St. John's, Newfoundland

countryside near a main road in Prince Edward Island

Above : Newfoundland (which includes Labrador), Prince Edward Island, New Brunswick and Nova Scotia are the four Atlantic Provinces and also the oldest parts of the Commonwealth. They are the nearest points of the New World to Europe

Left : Nova Scotia in Scotland. On the Esplanade in Edinburgh the plaque commemorates the grant of Nova Scotia to the Earl of Stirling in 1625. James I and Charles I created baronets of Nova Scotia near this spot. Thus the claim is sometimes made that it is Nova Scotian soil



Lepreau Falls, an attraction in New Brunswick, and a drive-in near Charlottetown, Prince Edward Island

The fishing fleet in the Hobbs Cove area of Conception Bay, Newfoundland. The huts on stilts are a feature of the little port

A TRANSATLANTIC REVOLUTION

(*Continued from page 136*)

which is expected to result in the creation of an entirely new town of 10,000 people within six years.

In peaceful Prince Edward Island, the "Garden of the Gulf" (of St. Lawrence), giant exploration rigs are on the trail of oil, while almost within their shadows large food processing plants are springing up to serve a steadily widening export market. And in Nova Scotia the pattern of advance these days is, perhaps, the greatest of them all.

Two years ago the big Swedish-based Stora Kopparbergs complex put into operation a new £15,000,000 mill to manufacture chemical pulp from the forests of the eastern half of the province, while a few hundred miles away Britain's Bowater Organisation completed modernisation of its big pulp and paper plant which feeds on the woodlands of the south-western half. Earlier this year another of the Swedish giants, the Volvo Corporation, completed a deal with the Provincial Government for the establishment of its first full-scale overseas automobile factory. It will start supplying vehicles to the Canadian market this year—and, in the future, possibly to foreign buyers as well.

A model of the British consortium's redevelopment plan for Halifax

A Caribou of the de Havilland Canadian Co.

The announcement of this project has been followed in recent weeks by the decision of John Crossley and Sons Ltd. of Halifax, Yorkshire, one of the world's largest carpet makers, to establish at Truro, Nova Scotia, its first subsidiary production line in the western hemisphere. A short distance away, in Lunenburg, the long-established home of Canada's North Atlantic fishing fleet, the largest and most modern fish processing plant ever built on the North American Atlantic coast is under construction at a cost of £3,000,000.

In the provincial capital of Halifax, whose metropolitan population has tripled in the last 25 years, a British property development consortium is completing negotiations for one of the most extensive downtown reconstruction projects yet undertaken in that country. The scheme put forward by Provinces and Central Properties Ltd., in which Lord Keyes, Drake and Mount chairman David Wickins and a group of young Woking architects and engineers are the key figures, involves shops, office towers, hotels, sports centres, apartment blocks and other facilities. The estimated cost is £16,000,000 over the next five to ten years and eventually a probable total close to £25,000,000.

All this is on top of an already firmly established manufacturing industry, ranging from ships and steel to seaweed insulation, with an annual gross selling value of a third of a billion pounds and a pace of new construction now running at close to a quarter of a billion a year. Behind these are the basic industries of fishing, farming, forestry and mining (coal, gold, gypsum, barites and others), which have been the backbone of the Atlantic Provinces economy for generations, plus a major defence operation that brings millions of dollars into the region annually.

Then there is the tourist trade in this unhurried land of sunshine, sandy beaches, salmon streams and soft sea breezes that is a giant industry in itself—valued now at almost £40,000,000 a year and expected to double by 1970. It is one which is receiving a fresh surge of attention from travel firms in foreign lands. Among the proposals now being considered is the flying of sports fishermen from the United Kingdom on all-inclusive package tours that will have them reeling-in their catches on lakes and rivers of the area within eight hours after take-off from London.

All over the region new hotels, motels and other facilities catering for the travelling public are springing up. A new £6,000,000 airport has just been completed outside Halifax. Among the latest moves in the planning stage is a £35,000,000 causeway linking Prince Edward Island and its 100,000 people with the mainland over a nine-mile-wide strait.

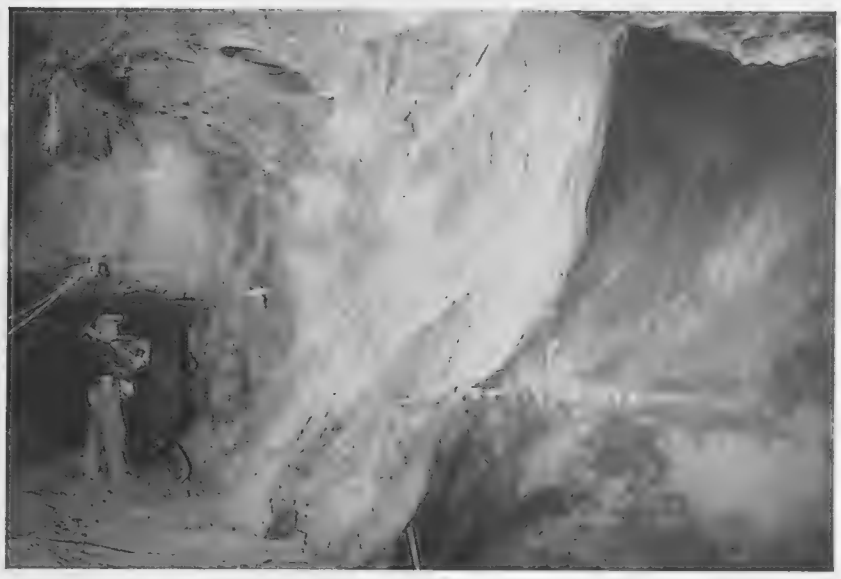
In the cultural field, too, there has been a striking renaissance. The list of new community opera societies, symphony orchestras, art galleries, repertory theatre companies and similar undertakings is steadily lengthening. At the same time there has come a major programme for restoration of historic sites—such as Halifax's Citadel Hill where Queen Victoria's father, the Duke of Kent, then the Commander-in-Chief of British forces, built more than a century and a half ago what was then considered an impregnable fortress. The latest project approved is the rebuilding, at an estimated cost of £4,000,000, of the old French fort of Louisbourg. Its final capture by British redcoats in 1752 opened the road to the Plains of Abraham and the sealing of Canada's destiny.

What is the reason for all this sudden upsurge at the eastern extremity of Canada which most Britons have tended to pass by when they turn their thoughts to that vast land across the sea?

aper-making machine at the Bowater (Mersey) Paper Co. in Liverpool, Nova Scotia

The Reversing Falls—in which the water flows upstream—at St. John, New Brunswick

Tin-mining at Mount Pleasant mines in Charlotte County, New Brunswick



Salt reserves in the mine at Pugwash, Nova Scotia, are estimated at 25,000,000 tons

Partially it springs from a determination of the people themselves—a people who are often regarded as more British than the British—to bring about economic and social improvements that will remove their identity as the poor cousins of the Canadian family or, as one early politician called them, the " shreds and patches of Confederation." This is an endeavour that has been reflected in such undertakings as the organisation of the annual Atlantic Premiers' Conference, the Nova Scotia Government's Industrial Estates Ltd. for the encouragement of new manufacturing enterprises, the non-governmental Atlantic Provinces Economic Council, and the regular trade and goodwill missions by chambers of commerce and other community organisations of the kind that has brought several hundred businessmen and others from those provinces to the United Kingdom in recent days.

Partially it has been due to a brand-new family-type approach toward affairs of the region that has come from the national government and from other provinces to the west in recent years, the latest move in this direction being the establishment by Parliament of an Atlantic Provinces Development Board to spearhead even greater federal economic activity there.

But in large part (although it is not generally recognised) it has come about as a result of the shift in patterns of international commerce and the speed-up in transportation in recent years. As trade grows between the old world and the new, as it has been in response to the growing consumer demands of affluent societies on both sides of the Atlantic and in consort with the lowering of tariff barriers, the Atlantic Provinces take on added importance.

Like the Middle East in the days of the camel caravans, the four provinces are becoming a new crossroads in the exchange of goods and people. It is a role they are certain to play to an increasing extent as the long-envisaged Atlantic Community gathers its shape—in spite of resistance offered by such men as de Gaulle.

Today a passenger leaving London by jet can reach Halifax within about six hours. In the tomorrow of supersonic travel it will be even faster than the sun. By sea Atlantic Provinces' ports are closer than any others on the North American mainland to Britain, mainland Europe, Africa, and even many parts of South America and the West Indies. It is not usually recognised, for example, that Halifax is 150 miles closer to Rio de Janeiro than is New York. And in this age of rush and high costs, time and distance take on greater importance than ever before.

What is happening in the Atlantic region of Canada today goes far beyond the wildest dreams those Vikings must have had when they landed in Newfoundland 700 years ago, or John Cabot when he reached this part of the unknown world in 1497, or the French explorer Champlain when he established in Nova Scotia in 1605 the first permanent white settlement north of Florida. Or even Colonel Edward Cornwallis, ancestor of the present Lord Lieutenant of Kent, when he sailed into Halifax Harbour with his band of Cockneys in 1749 to carve out the British assembly point for the final showdown with the French in the northern half of North America. That settlement is today the largest Canadian city east of Montreal. The revolution is just beginning.

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Colonel Aykroyd

Colonel H. H. Aykroyd, O.B.E., M.C., T.D., J.P., has been the President of The Federation of British Carpet Manufacturers since its inception in 1948. His services to the industry go farther back, in that he served, during the war years, on a body known as the Executive Committee for the Carpet Industry, which was formed for the specific purpose of representing the industry in Government negotiations. Apart from his services to the industry generally, Colonel Aykroyd is Chairman and Managing Director of T. F. Firth & Sons Ltd., the well-known carpet and furnishing fabric manufacturers, of Yorkshire. In fields other than industry, Colonel Aykroyd has served as High Sheriff of Yorkshire and has interested himself considerably in Boys' Clubs, this activity dating from before the war. Since 1945 he has been Chairman of the Yorkshire Association of Boys' Clubs. Harold Aykroyd was educated at Rugby, and was commissioned in September, 1914 in the 4th Battalion of the Duke of Wellington's (West Riding) Regiment, finally becoming Colonel of that Regiment. During his service he was awarded the Military Cross. In the last war Colonel Aykroyd served throughout as the Officer Commanding the Home Guard for the Ripon Area. He was also appointed by the Ministry of Supply as independent Chairman of the Narrow Fabrics Council, which was concerned with the production of millions of yards of webbing, canvases and other fabrics. Besides this, he was appointed a member of the Rationing Committee for the Carpet Industry, and was thus involved in the distribution of raw materials for that industry. Colonel Aykroyd lives, with his wife, at Whixley Hall, Yorkshire, and has three daughters. His two main relaxations are shooting and golf and he takes a more than casual interest in antique furniture

CONSUMER DURABLE THAT MISSED OUT

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

If the furniture industry manages an increase of about two per cent. in its deliveries this year, which was its best guess for 1963 before the Budget, output will be back to only about the same level as in 1961: hardly above the level, indeed, of 1954. Even by the standards of British industrial growth, this represents stagnation indeed. What has become of this industry? Furniture might be characterised as the consumer durable that missed the '50s. At least, during a decade in which one of the most expansive elements in the economy was the urge of the average household to fit out the home with equipment for living, there was never much of a boom in the living equipment that we use most constantly throughout our lives. And this log jam in demand occurred at a time when in terms of production the industry was undergoing considerable rationalisation and shake-up. So one cannot produce the customary platitudes about an industry's failing to adapt to changing circumstances. Furniture has been obliged to adapt its structure and methods of production, but has not gained it any significant market expansion.

During the '50s the structure of this industry changed considerably. At the beginning of the decade there were about 3,000 firms in the British furniture industry, half of them with a turnover of no more than £1,000 a year. By the end of the decade the number of firms had been close on halved, and though there remained a very big fringe of small firms, a comparative few big ones were rising to dominate the market. This is not an industry from which the small man will ever disappear, because it lends itself to intense specialisation, and the working capital required to set up making single items such as chairs remains fairly small. There is a good deal of specialisation, indeed, even among the bigger manufacturers. But the shift into larger groups, and the application of mechanised, "work-studied" techniques appears to have doubled productivity in the industry during this period. It is in marketing, rather than in production, that one has to account for the sluggish development of this industry during the last ten years or so.

Furniture is sold in Britain mainly through some 15-20,000 specialised furniture shops, and mainly to young married people. The couple furnishing their own first home are the trade's favourite customer: one can expect to see them back when some of the first items begin to wear out or bore them, or the young man begins to move up in the world. "Social mobility" is a good thing for furniture sales; nothing begins to dissatisfy the ambitious young with how their home looks so much as getting promoted and going out to dinner with the boss (who will have, in the course of time, to be invited back).

But this reliance upon a standard pattern of buying in most people's married lives means that furniture's market in terms of numbers of purchases cannot expect to grow much faster than the young adult population. In Britain, in the '50s, this part of the population was not growing very fast (it will be growing faster in the late '60s and early '70s, as the bulge begins to set up house). So the trade had to rely on increasing the value of each purchase to achieve more than the moderate basic growth.

And that, in the '50s, was not so easy. There were other claimants for the young married people's spare cash. In the spending of "disposable income" nowadays, competition occurs between industries, not merely between firms in the same industry. Just as television sets compete with cinemas, so cars and record players, let alone kitchen equipment, compete with a new three-piece suite. They cost more, so the instalments are larger; but the newly wed may well make a rational choice between replacing the furniture inherited from home or putting down an equally small deposit on a second-hand car.

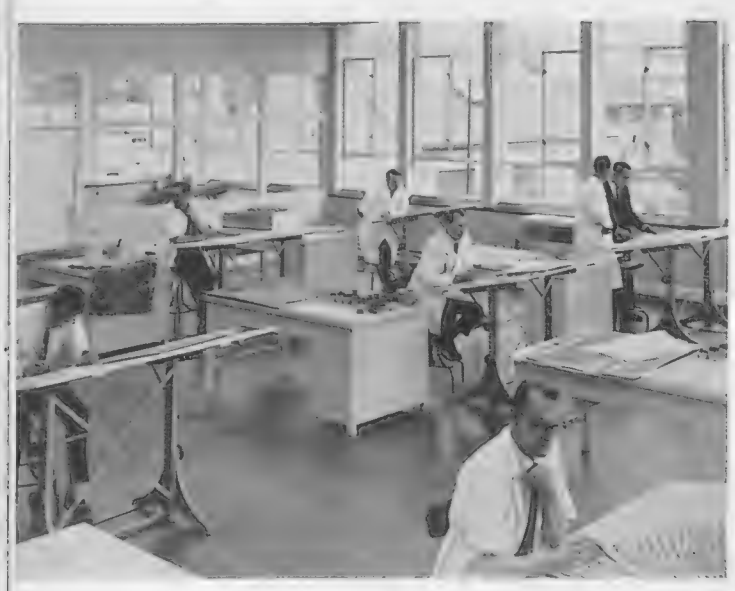
During the '50s, that competition was perhaps loaded against furniture by the condition of the housing market. Rent control kept much accommodation off the market: the slow expansion of housing construction kept more families sharing homes than might seem appropriate to an affluent democracy busily acquiring many other kinds of property. When you move, you are likely to buy at least some additional furniture, though the very process is likely to leave you short of money.

Against growth in the furniture market, there is the fact that, family for family, we tend to put less furniture into any room than our fathers and grandfathers did. To middle-class householders, there may seem also to be the fact that we live in smaller quarters than our fathers did. But this may be a blinkered view; right across the population, standards of accommodation as well as of furnishing have been rising steadily.

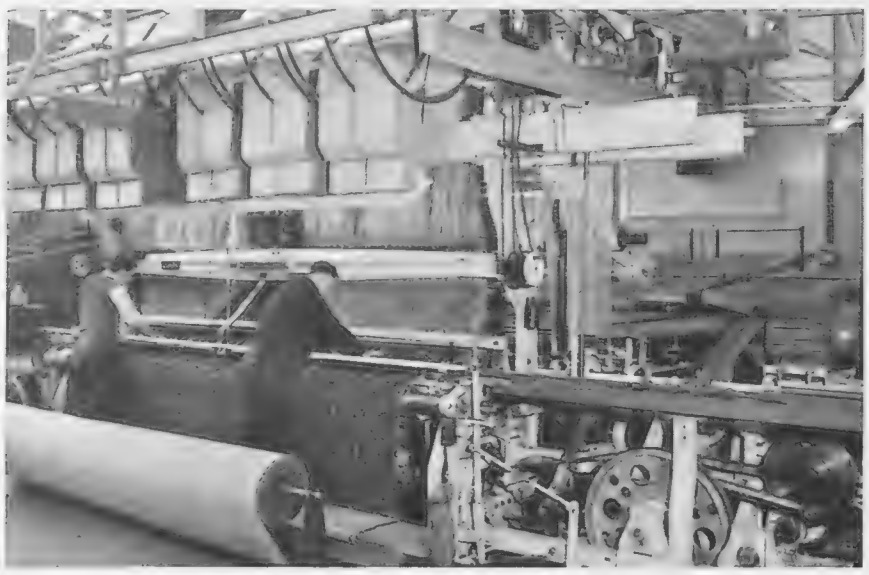
That housing boom of the '60s, which so many of us have been looking for but which fails, obstinately, quite to get off the ground, ought to have advantages for the furniture market when and if it arrives. The pattern of the British consumer market in the '60s is becoming much more difficult to guess at than it was in the '50s. Kitchen equipment sales are settling down with a sizeable replacement element in their business: car sales continue apace, but even there traffic congestion may soon be applying the brake. It may be that housing will be the key element in consumer demand, but the development has not yet set in firmly. (One of the uncertainties about four per cent. growth about which "Neddy" offered very little advice, you may remember, was just what we shall all want four per cent. more per year of. For the businessmen who guess right, fortunes wait.)

Furniture has had perhaps longer to appreciate this uncertainty than other more favoured industries. Its Development Council (one of the last relics of a Crippsian experiment in the '40s, an employer-union committee that survived because it gained the confidence of a changing industry) wants an inquiry into its problems. Most manufacturers are "uneasy and uncertain about the future," says the Council: a really thorough survey of the potential market "would help the industry to devise a new overall policy based on a clear analysis of the facts." That argument may tend to exaggerate the firmness of the facts concerned, which are largely guesses about how people will choose to behave. But at least this industry knows what it does not know—which is the best basis for learning.

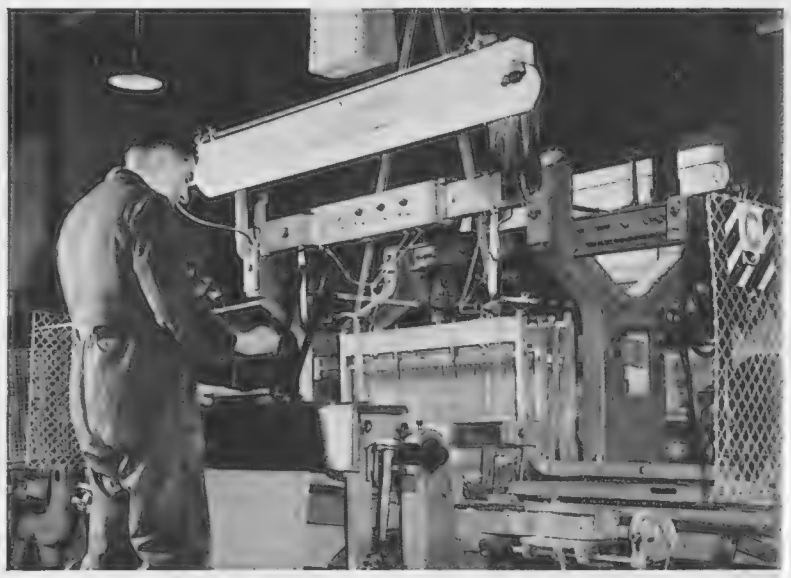
At Greaves and Thomas' Clapton factory, most upholstery has to be done by hand. **Left:** Mechanised shaping in the firm's Harlow factory helps to reduce production costs



Modern facilities at the headquarters in Kidderminster of Carpet Trades Ltd.—**left:** the design studio, **centre:** the department operating the "by return cut-length service," and **right:** [illegible]



The Jacquard loom at the Glasgow works of James Templeton and Co. Ltd.



Double Plush Wilton loom of T. F. Firth and Sons Ltd., Brighouse, Yorkshir

CARPETS FOR THE WORLD

By **J. B. Ransome,** F.C.A., Administrator, The Federation of British Carpet Manufacturers (1960)

The British woven carpet industry is one of the old craft industries which were thriving before the Industrial Revolution and which gained a fresh impetus through the application of power to its machinery, the carpet loom. The two principal types of looms now used by the industry—the Wilton and Axminster looms—commemorate the part of England in which the industry originated, the West Country.

Though there are still carpet mills in those two towns the centres of the industry have moved northwards, to Kidderminster, where there are some 20 different firms weaving carpets; to the West Riding of Yorkshire, and the adjacent part of Lancashire, and to the central Lowlands of Scotland. To these three areas, which contain almost the whole of the woven carpet industry, must now be added the part of Lancashire where cotton spinning has given way to the making of tufted carpets, and Northern Ireland. In all there are about 100 carpet manufacturers, who between them produced and sold some 70,000,000 square yards of carpet during 1962.

The development of modern carpet looms has provided strong competition between British and American inventors, the British claiming credit for the Wilton and Gripper Axminster looms, while American brains produced the Spool Axminster and the Tufting loom. All, except the last-named loom, can be said to weave the carpet, since they weave both the pile and the backing of the carpet in one process. The Tufting loom, on the other hand, inserts the tufts into a pre-woven backing and fastens the two together with a rubberised solution. It is speedier than any of the weaving looms, but it has not yet been found possible to produce on it the complicated designs which make the modern woven carpet the exquisite product that it can be, although designs can be printed onto a Tufted carpet.

The Wilton loom weaves a fine closely knit pile and generally uses more pile yarn, especially when more than one colour is used in the design, than is the case with other types of carpets; the yarns of the colours which are not required in the design for a particular surface tuft are woven into the backing of the carpet, beneath that tuft. The Axminster loom, whether Gripper Axminster or Spool Axminster, weaves a slightly coarser carpet pile, but can use an almost unlimited variety of colours, while the Wilton loom is limited generally to not more than five or six different colours.

The prineipal materials used in the carpet industry are wool and man-made fibres for the pile, and jute and cotton for the backing. For many years wool has been considered the most suitable fibre for the pile of a carpet, because of its resilience, strength, easiness to dye and warmth. It is, however, expensive, and research is always being carried on to find other fibres with similar properties. Among the man-made fibres, rayon and nylon are used, both alone and blended with wool to form a mixture yarn. Each has its own disadvantages, but a suitable blending with wool tends to reduce these.

Rayon was introduced, fundamentally, to reduce the cost of a carpet at a time when wool was very dear; a nylon-mixture yarn is now used, not to cheapen, but to increase the wearing properties of a carpet. The traditional ascendancy of wool can thus be said to be under attack from blends of wool and nylon, in the ratio of about 80 per cent. of the former to 20 per cent. of the latter. This is a development which has occurred within the last 18 months, and it is early yet perhaps to know how successful it will be. Manufacturers of tufted carpets have used the cheaper man-made fibres in order to gain the greatest advantage from their speedier method of producing carpets, but they are

main showroom, with an area of 4,400 square feet

A Templeton chenille setting loom

The back of a Jacquard Gripper broadloom at the Dean Clough Mills, Halifax, of John Crossley and Sons Ltd.

tending more and more now towards blends of man-made fibres and wool, and even to all-wool piles for their tufted carpets.

The industry gives work to about 40,000 employees—about half of whom are women, employed on the more delicate tasks of spool setting and finishing, and as weavers on the smaller looms. There are separate trade unions in the three principal areas, in which the industry is located, but these have, for many years now, co-operated together on a National Joint Committee for the Carpet Industry, which provides the negotiating machinery for the settlement of industrial problems affecting employees and management of the woven industry. This committee supervises the operation of an agreement on wage rates and terms of employment, and has proved to be a very live body. Two manufacturers and two trades union representatives from each of the three areas comprise its membership, and they meet whenever necessary, but on an average about three times a year.

The same men and women (one of the present trades union representatives is a woman) also meet together on an average of four times a year, under an independent chairman, at present a distinguished barrister, Mr. J. C. Llewellyn, to form the Joint Advisory Council for the industry. The Council is sponsored by the Federation of British Carpet Manufacturers (1960) and has been established to advise it on any matters affecting the interests of employers and employees in the woven industry, other than those handled by the National Joint Committee.

The Council operates an Accident Reporting Scheme for the industry, whereby the causes of accidents are analysed and steps taken to recommend means of preventing them. It also takes a great interest in questions of training of employees and economic matters, such as the implication for the industry of the current rate of Purchase Tax on carpets and the recent negotiations for entering the European Common Market. At these meetings of the Council manufacturers and trades unionists sit down together, and not opposite each other across a negotiating table, and their deliberations are recorded in detail and considered by the Executive Committee of the Federation of British Carpet Manufacturers, which is very ready to implement the Council's recommendations.

The Federation of British Carpet Manufacturers (1960) is a Trade Association comprising about 87 per cent. of the woven carpet industry. The Tufted industry has its own separate Tufted Carpet Manufacturers' Association. The present Federation is a successor to the original Federation, established in 1948, which operated in many spheres of mutual interest to its members until 1959, when the Restrictive Practices Court declared certain price-fixing agreements to be contrary to the public interest. A major reorganisation then took place and the members of the new Federation, under the very able and inspiring leadership of their President, Colonel H. H. Aykroyd, have since engaged in many different co-operative schemes, which they have found to be mutually beneficial.

In the Home Market the most important of these has been the Joint Promotion scheme operated in association with the International Wool Secretariat by the British Carpets Promotion Council. This scheme, which was taken over from the old Federation, and which is now in its tenth year, advertises the "A" and "W" Labels, which distinguish the Axminster and Wilton carpets made by those of its members who participate in the scheme from other types of carpet.

In the technical field the Federation's Technical Advisory Committee is an extremely active body, keeping members abreast of all technical developments in the industry and

(*Continued on page 144*)

Preparing the spools for Spool Gripper Looms at Broadloom Carpets Ltd., in Lancashire

A close-up of a Spool Axminster Loom weaving a Firth's Buckingham Broadloom design

CARPETS FOR THE WORLD

(*Continued from page 143*)

co-operating with other bodies and organisations in research matters. It is at present engaged in the production of a grading scheme for carpets, which it is hoped will be ready for publication by the end of this year. It will attempt to classify carpets into different grades of quality to reflect the many differing requirements of the industry's customers. It is also hoped that a new informatory labelling standard will shortly be published by the British Standards Institute, with whom the Federation and the Tufted Manufacturers' Association have been working very closely.

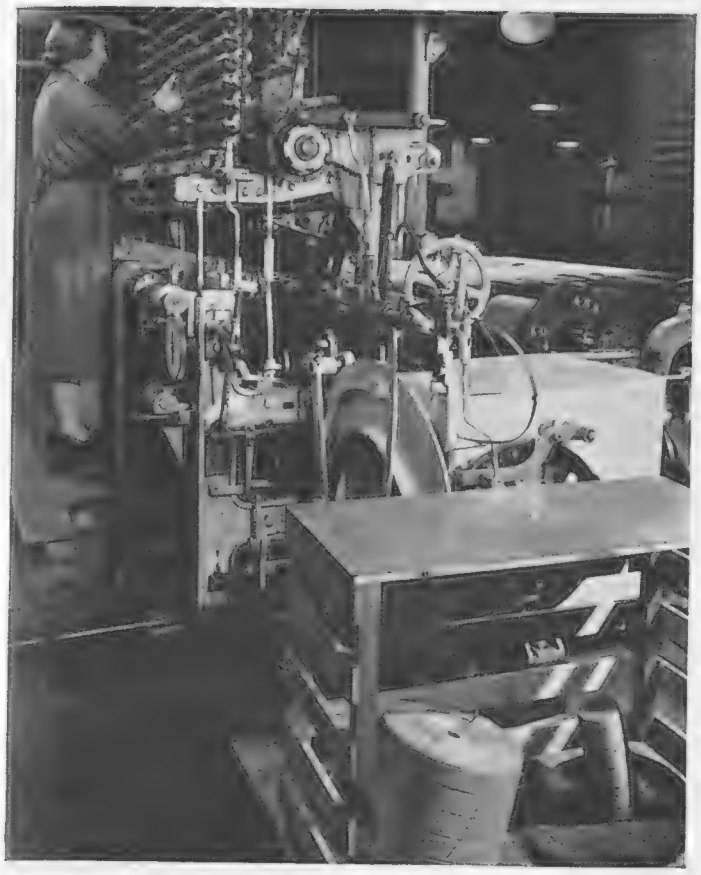
In the field of design the Federation has worked very closely with the Council of Industrial Design to encourage a forward-looking spirit among its many young designers engaged in the task of creating the latest ideas in British design. At the same time, traditional designs are continually being reproduced and embellished with a twentieth-century look. Design is one of the important competitive factors in the industry, and is, therefore, encouraged by all manufacturers.

In the many export markets in which British carpets are sold, co-operative efforts by members of the Federation have proved a most successful way of breaking into, or holding a market. The best example of this has occurred in West Germany, where as the result of exhibiting together on joint stands at the Frankfurt Spring Fair for the last five years, the industry's exports have increased from £50,000 in 1958 to £1,019,000 last year. Joint Stands at International Trade Fairs were also manned by members of the Federation in Stockholm, Paris and Utrecht in 1962, and again this year already in Paris and Melbourne, in addition to Frankfurt. The success of these joint efforts, which are designed to promote the sales abroad of British carpets rather than those of any particular manufacturer, can be judged from the fact that in 1962 exports of woven carpets increased to every country in Western Europe—the overall increase amounting to nearly £500,000.

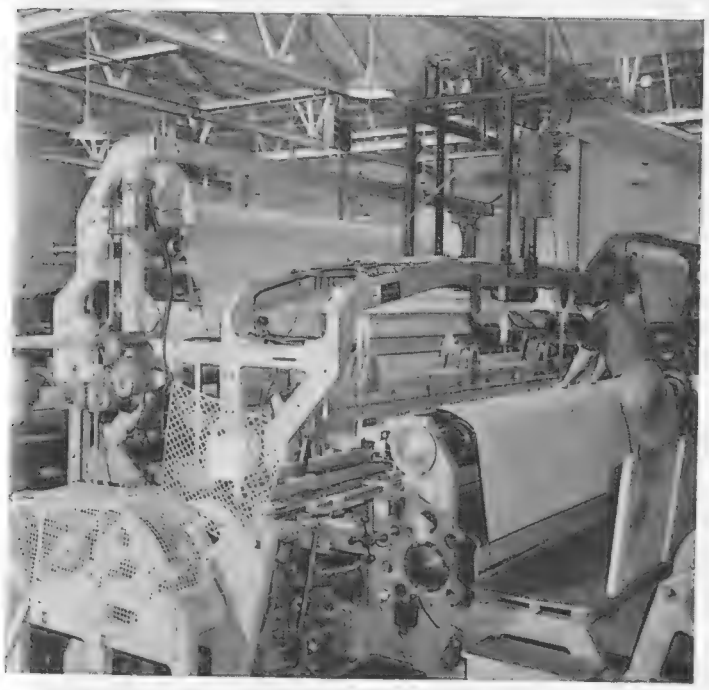
The Federation is now making a determined effort to expand the market for carpets in France, and is preparing to put on a Prestige Display of British Carpets at the Foire de Paris at the end of this next May, in the hope of attracting the French public to the idea of carpeting their homes to a similar standard to that in this country; ten times the amount of carpeting is sold here every year, although the British population is little more than one-tenth larger than the population of France. But this is mainly a problem of fashion and habit.

Finishing touches to a Templeton chenille carpet

At the Newton Carpet works of the Scottish firm of William C. Gray and Sons Ltd.—**left :** the W.I.R.A. carpet abrasion tester and **right :** two batteries of six looms each



Jute insertion on the spool loom for Templeton Axminster carpets



The Double Plush Wilton Broadloom loom of T. F. Firth and Sons

Mending and passing Axminster carpets at the Dean Clough works

Front view of the Jacquard Gripper loom at the Dean Clough Mills

A close-up of the spiral blades on the broadloom shearing machine at the Newton Carpet works

INDUSTRY AND THE STOCK MARKET

DEVELOPMENT AREAS

By "THE SPHERE" CITY CORRESPONDENT

With one man in ten unemployed in numerous parts of Scotland, Northern Ireland and North-East England, it was understandable that a large amount of Mr. Maudling's recent budget should be devoted to measures to encourage manufacturing firms to set up new factories in the so-called "development districts." At present there are some 60-odd development districts, 30 of them in England (mainly the north, north-east and Cornwall), 22 in Scotland, and 8 in Wales. Virtually the whole of Northern Ireland is also designated under different regulations as a special area. The fundamental criterion of a development district (which is designated by the Board of Trade) is that its unemployment rate should be greater than 4½ per cent. (against the national average of approaching 3 per cent.). In fact, the level of unemployment in development districts ranges from 6¾ per cent. in Glasgow to 12 per cent. in Hartlepools.

The budget measures will broadly make it possible—by a combination of outright Government grants and special tax concessions—for a company setting up in a development district to claw back up to 60 per cent. of its initial costs, as against 25 per cent. if it sets up elsewhere. On capital expenditure of £1,000,000 in a development district a company would receive over £100,000 in grants and could save tax in the first year of operations of over £300,000. Elsewhere there would be no outright grants on the project and tax savings under the normal investment allowances (themselves boosted by Mr. Maudling last year) would only amount to £165,000.

But will in fact anyone move? The President of the Board of Trade is sufficiently concerned to have summoned representatives of a hundred leading British companies in an effort to beg, persuade or cajole them into doing their bit to help the Government. The harsh fact is that large portions of manufacturing industry are working well below capacity in their existing factories and are currently seeing a relatively poor return on capital employed. They are in no mood to start spending fresh money (even with tax concessions) on creating additional capacity which they can hold out little hope of using profitably in the foreseeable future.

Against this sort of economic background it will be particularly hard to persuade manufacturing firms in the Midlands and South-East to move into the development areas with their notorious shortage of skilled labour, high transport costs and lack of amenities. However, it might well be that the new measures will encourage firms already established in development districts to spend a little more freely on new plant.

Moreover, there are a number of companies, including many of the leading groups in Britain, which have long had factories established in development areas and which, while not actually stepping up capital investment because of the budget, will nevertheless benefit considerably thanks to the large sums they spend normally. In the North-East, for instance, there are factories of Imperial Chemical Industries currently spending nearly £20,000,000; there are branches of General Electric, Associated Electrical Industries, Dunlop and De La Rue, to name but a few. All of them are doing fairly well at the moment and can be expected to maintain their rate of capital investment, but unfortunately for investors any benefits of tax concessions on equity earnings must inevitably be diluted by the proportion of spending (without special concessions) elsewhere. Another snag is that a whole group of companies—notably in the motor industry—have just completed or nearly completed a very heavy burst of capital spending in the development districts. They will for the most part miss the new benefits; had they ignored earlier Board of Trade carrots, they would have been able to enjoy the bigger ones now.

Another category of potential beneficiaries who do not look like being able to take much advantage of the concessions are the big companies operating in development districts but currently experiencing a recession and consequently without plans for increasing capital expenditure. These include firms like South Durham Iron and Steel, Dorman Long and Richardson Westgarth in the north-east. Rather similar is the position of many smaller firms whose business is progressing steadily but which, at present, have no major plans for capital investment: for instance S. Simpson (makers of "Daks" trousers) in Scotland and Perdio Electronics in Sunderland will not benefit immediately from the budget.

In fact, the number of firms where the budget tax concessions are likely to be sufficiently concentrated to have a useful impact on ordinary shareholders' earnings in the next year or so, is relatively small. In Scotland the industrial holding group Grampian Holdings has a wide spread of companies in designated areas, many of which will benefit from the measures. Also in Scotland are important plants of James Scott (Electrical Holdings), James Howden, Bruce Peebles, the electrical engineers, and William Macdonald and Sons (Biscuits)—makers of "Penguins."

But, by and large, investors should not look for much immediate gain in company earnings from the budget tax concessions, and as far as the Chancellor's policy as a whole goes, a prompt migration to the development districts seems highly unlikely. However, there is now a better chance of higher capital spending in these special areas once the mood to spend capital returns to British boardrooms.

Part of the vineyard at Château Rausan Ségla

Hogsheads of wine for export in the house of Louis Eschenauer, Bordeaux

A cellarman drawing a sample in the cellars of Louis Eschenauer, Bordeaux

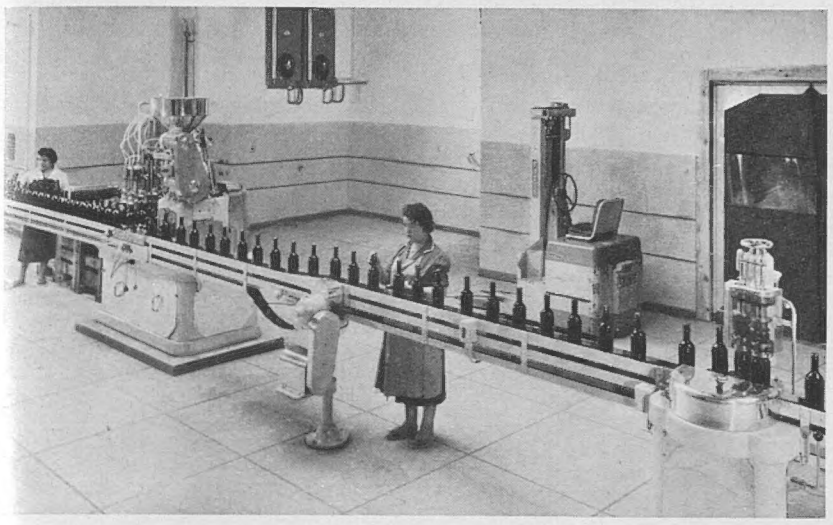
GOOD LIVING *by Ganymede*

At a recent magnificent tasting which was given at Quaglino's in London jointly by the Alsatian house of Hugel and the Bordeaux shippers Barton and Guestier, among the many fine wines from both regions, I was most interested in a group of three chateaux of the Médoc. They were Rausan Ségla, Leoville Barton and Langoa Barton, and in each case the wines made in 1961 and 1962 were shown. It was in 1961, when the crops were small, but the quality great, that the Bordeaux prices rocketed to their all time high. In the following year the harvest was an ample one, and as a result the price of the wines has returned to a more reasonable normal level. Taking these three as a barometer, the difference in price is staggering: the 1962's are offered at about half the price of the 1961's! What is more amazing still, to me at least, is the fact that the 1962, even when tasted in its raw, young state promises so well that, venturing a guess, there will not be much difference in quality between the two, when they reach their respective ages of maturity. I was cautious in this prediction, for, especially in the case of the 1962, allowances had to be made, not only for the wine's youth, but for its recent long journey from the peaceful home-cellars, over the sea, all the way to London.

My favourable impression of the 1962 vintage, however, was fully confirmed, when, less than a week later, I had the chance of tasting one of them, drawn straight from its maturing cask, in the cool chai of Château Rausan Ségla. Here there was no possibility of the wines having been recently disturbed in any way, and samples of both years tasted definitely even better. In both, with only the difference in age showing, it was possible to discern great wines of the future, as one has come to associate with one of the top growths of the Médoc. (In the official 1855 classification Rausan Ségla is the second of the large group of "second" growths, only preceded by Mouton-Rothschild in its category, and it follows that at the village of Margaux only Château Margaux itself, one of the four "first" growths, exceeds its high reputation.) The great qualities of Margaux wines are too well known to need description here, and these two early samples I now tasted, for the second time at their place of origin, revealed the promise of such greatness beyond a doubt.

I was delighted to see the Médoc vineyards in early Spring, I had never been there at this time of the year before. The vines looked neat and trim, well pruned back, as yet free of fresh buds, for at that time their development was four or five weeks behind the normal average as a result of the severe and prolonged winter. In some vineyards even the

The Château Rausan Ségla basking in sunlight



he latest automatic bottling plant in the house of Louis Eschenauer, ordeaux. From left to right, the bottles are filled, corked and capped

gravelly soil of the Médoc was not firm enough for tractors to be used nd the docile, large grey horses pulling the "canadien" (a special orm of hoe) through the long straight rows gave a pastoral quality to he sunny scene. It was also interesting to see the vines of different ages evealed without cover of foliage, to distinguish the thin stems of young vines—they start to bear fruit in their fourth year—the heftier middle-aged stems in their prime and the gnarled old veterans. In some places whole plots were being prepared for replanting, and in others superannuated ones were spared the hoeing in anticipation of being pulled up, having served their time.

In the vineyard right in front of Château Rausan Ségla I watched the grafting in progress. Since the depredations of the phylloxera this operation has become necessary. The pest attacked first the roots of the vines, and it was found that American roots have a resistance to the scourge. Now all the vines are based on American roots, on to which are grafted the noble, traditional cépages, which are the only ones to produce fine wines. The grafter is a highly skilled specialist and with his team, usually four men or women, visits one vineyard after another wherever his work is needed. The operation could not be improved upon by the keenest time-and-motion-study expert. The leader of the team does the most important thing. It is he who joins the two pieces of wood together, the root part having been cut with a V-shaped slot beforehand by another member of the crew.

In contrast to the serene, earthy calm of the Médoc basking in the gentle Spring sunshine, Bordeaux itself was full of bustle. Here I visited, for the first time, the establishment of the house of Louis Eschenauer, one of the oldest and largest wine-shipping firms in the city. The business was started by its Alsatian founder in 1821, and now under the majority control of Holt Sons and Company Ltd. of Liverpool, ranks as the largest exporter of Bordeaux wines to all parts of the world. It took a whole morning to visit the vast cellars, which are so extensive on both sides of the Avenue Counord, that wine has to be moved through a pipe-line built under the roadway. Wines are stored in vast vats, maturing in barrels, and of course in bottles. The capacity is nearly 25,000 hogsheads and over 2,000,000 bottles. A great deal of reorganisation has taken place in the last two years, without reducing the traditional care needed in every operation connected with wine.

To such a house as this the courtiers (brokers) make their offers of wine. Every day there are samples submitted and in the tasting rooms the firm's experts, led by Messieurs Lung and Kressman, taste them and consider which are acceptable and suitable for their needs. But their great experience as wine tasters is also backed by chemists. In beautifully equipped laboratories every sample is analysed, and only when the skilled human opinion is confirmed by scientific test will the final decisions be made.

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MOTORING

AUTOMATIC TRANSMISSIONS?

The NSU Prinz 4; BMC export cars to be fitted with a crankcase breather; and books for motorists

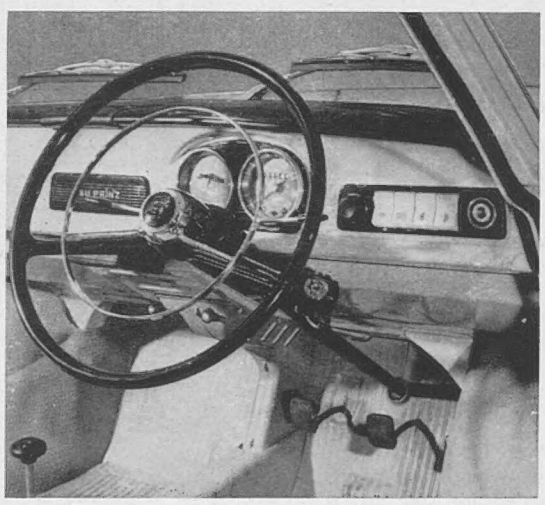
By **COURTENAY EDWARDS**

When Mr. Victor Raviolo, director of engineering to Ford of Britain, gave the Wakefield Memorial Lecture in London recently he looked into the future in a most fascinating way. Addressing students of the College of Aeronautical and Automobile Engineering at Chelsea, he said he believed the major developments in the near future of automobile design would be in the field of automatic transmissions. Mr. Raviolo made special mention of hydrostatic transmissions which give infinitely variable gear ratios, and said heavy-duty types are in use on construction machinery and also on motorcycles in lightweight form. "It follows," he said, "that a successful automotive application may be nearer than we had expected."

Mr. Raviolo thinks that conventional reciprocating engines as used in cars today will continue to power most vehicles for the next decade. He thought there would be some major developments in the design of these engines. He confessed, however, that the fuel cell intrigues him despite its present cost, weight and size. He said the promise of an efficiency of 85 per cent. or better is exciting when compared with the reciprocating engine.

"If we want to be really imaginative," said Mr. Raviolo, "we can think in terms of a car with a hydrogen-oxygen battery, a fuel cell and regenerative braking. The fuel cell would supply normal load requirements and the battery would supply the excess power needed for acceleration. It would also store the energy from the regenerative braking. The unit could be charged at night from the mains."

The NSU 598 c.c. Prinz 4, capable of 74 m.p.h.



The controls of the NSU Prinz 4

The German firm of NSU, famous mostly for its high-quality motorcycles, is likely to be very much in the news this year. At the Frankfurt Motor Show in the autumn, the firm will announce a new 1,000 c.c. car with a four-cylinder engine, the overhead camshaft of which will be chain driven. It will be styled in the Prinz idiom and will have the engine transversely mounted at the back.

The NSU we are all waiting to see with special interest, however, is the Wankel-engined model which is expected in December with a simultaneous announcement in Germany, France and Britain. I understand the NSU's first Wankel-engined car will be in effect a drop-head version of their Sport Prinz coupé. It will not be on sale in Britain until the early summer of next year, and I expect its price will be at least £1,500. The Wankel is a rotary engine with no reciprocating parts. It is of simple design and its compactness is one of its outstanding virtues. So is its smoothness of running.

The British Motor Corporation's crankcase ventilation system has been approved by the Motor Vehicle Pollution Control Board of the State of California, and the Corporation announces that it will be fitted to all export versions of the Austin-Healey 3000, the Austin A110, the big Wolseley, and the Vanden Plas Princesses. This crankcase ventilation system ensures that all blow-by fumes are consumed by the engine and are not allowed to escape to the atmosphere. "We try to limit the problem at its source," a BMC engineer told me, "by fitting four rings per piston, which considerably reduces the amount of blow-by the ventilation system has to deal with.

"Taking the Vanden Plas Princess 4-litre engine as an example, pipes from the crankcase and rocker cover are connected to the air cleaner. Thus, when the engine is running, all fumes from the crankcase and rocker cover are drawn through the air cleaner into the carburettor and thence into the combustion chamber. We have used this system for eight years on one of our cars and have never had a complaint."

Quite a few new books have come in for review since last week. I was particularly pleased to get the 24th edition of *Signpost*, that distinctive guide to hotels in Britain and the Channel Islands, "invented" by Mr. W. G. McMinnies. There are coloured plates of many of the hotels selected for this reliable guide, and I like the idea of putting the accompanying map in a small pocket inside the front cover. *Signpost* costs 21s.

Of a very different nature is Paul Frere's *Competition Driving*, published by Batsford at 18s. Paul Frere, well-known Belgian racing driver and journalist, is particularly well qualified to tell motorists how to set about competitive motoring. He draws upon his own long experience of motor sport to tell carefully and in great detail what problems are involved and how to overcome them.

The journal *Practical Motorist* has published a handbook called *Touring at Home and Abroad*. For 2s. 6d. it gives much sound guidance to the motorist planning to make a touring holiday on the Continent or in this country.

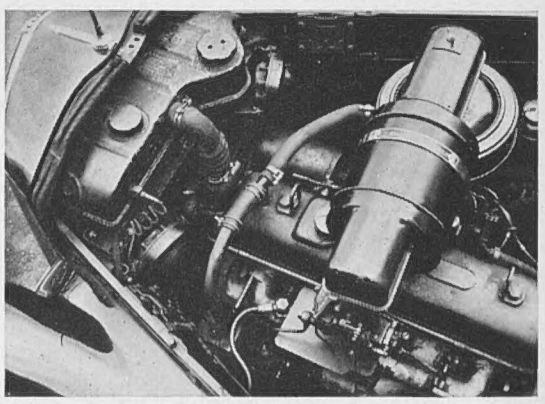
I find the new "Shilling Guides" issued by Shell-Mex and BP fascinating. Each guide is devoted to one county, and in the first batch 19 counties are catered for. Each contains a detailed road map, descriptions of the county concerned by well-known writers, many illustrations and, most useful of all, a gazetteer of the main towns containing matters of practical, historical and romantic interest. These guides can be bought only through Shell and BP service stations.

The latest addition to the many books already written about learning to drive comes from Pearson and costs 21s. Written by Norman Sullivan, it is called the *Learner Driver*, covers every aspect of driving instruction and tells the beginner what he will have to do to pass his driving test.

Three books which made me feel that it was time I went abroad again came from Alvin Redman, Ltd. They are guides to Malta (by Harold Rose), the Canary Islands (by F. R. Banks) and Denmark (by H. Dennis-Jones). Well written, generously illustrated and usefully indexed, these three guides cost 21s. each.

The RAC's new Guide and Handbook for 1963 contains more than 700 pages of useful information and a completely revised atlas in two colours. The 105 separate street maps of towns in Britain are particularly useful. The Guide costs members 8s. 6d. It can be bought by others for 12s. 6d.

Briefly. . . . Castrol have announced that they are putting extra additives into their Castrolite oil and that their popular Castrol XL oil has now, like Castrolite, become a balanced multi-grade lubricant. . . . Demonstrated in London recently was a new anti-thief car device called the "Safermatic." It is manufactured by Brayhead Electronic Components, Ltd., of Dronfield, Derbyshire, and costs £3 19s. 6d. It is a combined alarm and immobiliser that sets up an intermittent and strident alarm. . . . The French Government Tourist Office in London has moved back to its old address—178, Piccadilly, W.1—but it has returned to a new building of very advanced design.



New crankcase ventilation in the Vanden Plas Princess

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, The Sphere, *Ingram House,* 13-15, *John Adam Street, London, W.C.2.*

Little inns, like small fish, are often sweet. So this week, when so many of us are looking forward to the travel opportunities of lengthening daylight, we shall not be wasting our petrol if we bear in mind the following as and when we are in their respective localities.

For ease of reference they are recorded under counties in alphabetical order:

Berkshire. Bray-on-Thames—*Hind's Head.* Still holds its head high and continues to attract overseas visitors and Etonians. The menu, which only changes with the seasons, offers traditional English fare. The wine list is still impressive. Our recommendation is likely to hold good so long as Miss L. Williams remains at the helm. Seven bedrooms (five with private bathrooms). B. and b. from 35s. Tel.: Maidenhead 567.

Newbury—*The Bacon Arms Hotel.* Facing the Bath Road, this once coaching house has been made surprisingly attractive by its brewery owners. The ten bedrooms, with their built-in furniture, are models of thoughtful comfort and completeness. Of recent years *The Bacon Arms* has become a magnet of attraction among those intelligently interested in food and wine. Ten bedrooms. B. and b. from 25s. Tel.: 408.

Wargrave-on-Thames—*St. George and Dragon Hotel.* The village street is winding and narrow. How far afield from the workaday world, yet within easy daily reach of London by rail or road. Father Thames sweeps by, often placid, occasionally turbulent, but in no way affecting your sense of well-being at this Anchor Hotel, made famous by Jerome K. Jerome, in his classic *Three Men in a Boat.* Nine bedrooms. B. and b. from 27s. 6d. Tel.: 15.

Wallingford—*The George.* This small Thames-side town makes a good centre for a riverside holiday. Among its many Georgian buildings is *The George,* where modern comforts have been incorporated into an ancient fabric. Brass, pewter and other relics of bygone ages adorn the walls. Catering is sound, rather than fanciful. A pleasant placid backwater after the activities of the day. Seven bedrooms. B. and b. from 27s. 6d. Tel.: 3136.

Buckinghamshire. Aston Clinton—*The Bell.* One of our few regrets for it being on the north side of London is that we cannot have a meal often at this inn which has won such gastronomic fame. The wine list is a collector's piece. Tel.: Aston Clinton 384.

Fingest—*Chequers Inn.* In the heart of the Chilterns between Henley-on-Thames and High Wycombe. A simple spot run by a friendly couple, Mr. and Mrs. Geekie. The latter is an excellent cook and provides some surprisingly tempting dishes. Telephone first to avoid disappointment. Bedrooms available. Tel.: Turville Heath 335.

Ivinghoe—*King's Head.* Another good food and wine inn. Run now by well-known ex-London restaurateur. Standards are high and prices in keeping. Tel.: Cheddington 264.

Cheshire: There is a score or more of good inns within motoring range of Chester. The following are worthy of particular mention:

Aldford—*Grosvenor Arms.* Without there is nothing to denote the elegance and luxury of the restaurant and bars within. Lunching there one spring Sunday last year we were struck by the general warmth, the bowl of flowers on each table, the sparkling silver and glass and the expert ministrations of the Continental staff—ably controlled by the manager. The menu contains—apart from the usual à la carte selection—some 18 special dishes, as well as a reasonably priced table d'hôte menu which is available every day except on Saturday evenings. No residential accommodation. Tel.: 47.

Prestbury—*Bridge Hotel.* If there were a gastronomic award for the best-kept and best-run restaurant in Britain this *Bridge* would be well in the running. Dating from the seventeenth century, the inn has been expensively re-equipped by Mr. and Mrs. F. J. Whiteside, the resident owners. Not cheap, nor expensive in relation to quality, the *Bridge* draws its clientele mainly from local industrialists entertaining visiting business executives; for menus and wine list are well tuned to international palates. Such is the fame of the *Bridge* that everyone has to book a table—even on a Monday, traditionally a quiet day. Prior reservation applies equally to the bedrooms, which receive the same detailed thought as the restaurant. Five rooms. B. and b. from 32s. 6d. Tel.: 89326.

Cornwall. Nr. Looe, Pelynt—*Jubilee Inn.* An eye-catcher, four miles out on the Lostwithiel road and furnished attractively and equipped with detailed thought. Now under the ownership of Mr. and Mrs. Kenneth Drew, who used to own the *Looe Hotel.* We have been much impressed with the cooking and presentation of meals. Nine bedrooms. B. and b. from 27s. 6d. Tel.: Lanreath 312.

Cumberland. Eskdale—*Bower House Inn.* A surprising find off the beaten track, yet so sought after by all those who have high gastronomic standards, that it is always advisable to make one's table reservation in advance. A delightful spot for a complete Lakeland holiday. Twelve rooms (five with private bath). B. and b., 30s. to 35s. Tel.: 244.

Derbyshire. Castleton—*Ye Old Nag's Head.* Should you be seeking the conviviality, comfort and environment of a carefully modernised seventeenth-century coaching inn, this *Nag's Head,* in the Hope Valley of Derbyshire, should be noted. Here you will find a friendly welcome, well-cooked fare and 11 well-groomed bedrooms. B. and b. from 32s. 5d. Tel.: Hope 248.

Devonshire. What a happy hunting ground for inns. Alas, all cannot be recommended, but here are two in S. Devon.

Tedburn St. Mary—*King's Arms Inn.* It will be hard to better it, even though its thatch has a protective layer of tin. There is a fascinating old world bar, a most attractive restaurant and residents' lounge, and owners dedicated to providing good food, fine wines and most comfortable lodgings. It is on the A30 highway to Cornwall. Be sure not to miss it. Six rooms. B. and b. from 21s. Tel.: Tedburn St. Mary 233.

Branscombe—*Ye Olde Masons Arms.* Completely rural in its surroundings, yet within ten minutes' walk of the sea. Clean, comely and modernly appointed, this thatched inn is well known for its high food and wine standards. Sixteen rooms. B. and b. from 24s. Tel.: 235.

BRIXHAM, DEVON. NORTHCLIFFE HOTEL
Has a far-flung reputation for generous fare and friendly atmosphere. Overlooking Torbay. Central for Dartmoor and Coast. Tel.: 3157.

DARTMOUTH S. DEVON. TOWNSTAL HOUSE HOTEL
Beautiful situation, good food, every comfort; garden produce. A.A., R.A.C. Good Food Guide. Tel.: 421.

EXMOUTH, S. DEVON. ROYAL BEACON HOTEL
A 35-bedroomed, moderately priced, family hotel—always open, always busy. Sunny, warm, friendly, quiet yet central. Tel.: 264111.

FALMOUTH. GREENBANK HOTEL
For spring sunshine, summer sailing, choose this hotel with its comfortable nautical atmosphere, situated on the water's edge of Falmouth Harbour. First-class food and service, and genial climate. Tel.: 440.

NR. HOLSWORTHY, N. Devon. WOODFORD BRIDGE HOTEL
MILTON DAMEREL.
Consider this thatched-roofed gem for comfort and cooking. Close coast. Five miles reserved trout fishing on Torridge.

Nr. KINGSBRIDGE S. DEVON. BUCKLAND-TOUT-SAINTS HOTEL
A delightful Georgian manor, with first quality food, wines and individual comfort. Close to sailing, bathing, golf. Kingsbridge 2586.

KINGSWEAR, DARTMOUTH. REDOUBT HOTEL
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LANREATH, S. CORNWALL. THE PUNCH BOWL
An old inn with character and all modern comforts. The best of English catering. Free House. Looe 6 miles. Holiday flats of equal standard available. Tel.: 218.

LYME REGIS, DORSET. THE BAY HOTEL
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MEVAGISSEY, CORNWALL. TREVALSA COURT HOTEL
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MINEHEAD, SOMERSET. CHANNEL HOUSE HOTEL
Charm, comfort, distinctive food. Private baths. Cocktail Bar. Two-acre garden with lovely views of Exmoor and the sea. Tel.: 1229.

PORTSCATHO, CORNWALL. ROSELAND HOUSE HOTEL
Charming small hotel with extensive grounds, unrivalled position and private sandy beach. Completely modernised. Excellent cuisine. A.A. R.A.C. Brochure. Tel.: Portscatho 320.

ST. IVES, CORNWALL. ST. IVES BAY HOTEL
Overlooks the sea and sands. Fully organised for family holidays. Dancing, tennis. Cocktail Bar. Private baths. Golf nearby. Tel.: 106.

ST. IVES, CORNWALL. GARRACK HOTEL
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SALCOMBE, South Devon. TIDES REACH HOTEL
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STOKE GABRIEL, Devon. GABRIEL COURT HOTEL
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WELLS, SOMERSET. THE STAR HOTEL
in this ancient cathedral city radiates warmth and hospitality. Good English fare and vintage wines in an old-world atmosphere. Tel.: 3055.

WOOLACOMBE, DEVON MORTEHOE. ROCKHAM BAY HOTEL
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